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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2625 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO APPROVE A SIX-MONTH HIGH OCCUPANCY VEHICLE (HOV) LANE DEMONSTRATION ON I-5 NORTHBOUND AND ASSOCIATED FINANCING

Date: March 19, 1998 Presented by: Andy Cotugno

PROPOSED ACTION

Approval of this resolution would amend the MTIP to program $2 million of state gas tax funds for minor improvement of I-5 needed to implement a six-month demonstration of HOV feasibility. ODOT desires to operate the demonstration on a three-mile northbound segment of I-5 between the Going and Delta Park interchanges. HOV operation would occur during the peak p.m. period. The lane would be available for general purpose travel during other times of the day. After results of the demonstration project are compiled, it would be determined whether to continue peak period HOV operations, convert the lane permanently to general purpose travel at all times of the day, or return the segment to its original condition. This decision would require additional regional consultation and approval.

TPAC has reviewed this MTIP amendment and recommends approval of Resolution No. 98-2625.

ANALYSIS

In preparation for repair of the Interstate Bridge Trunnion, ODOT restriped the I-5 northbound lanes between the Lombard and Delta Park interchanges. By elimination of the northbound shoulder, ODOT was able to continue the three-lane configuration of I-5 an additional mile beyond the Lombard interchange where it had previously narrowed to two lanes. This added lane was made available for HOV traffic during the Trunnion project. Video surveillance cameras installed prior to the project as part of the Region 1 Intelligent Transportation System (ITS) deployment showed a marked improvement in operation of I-5 during this period over and above what was attributable simply to reduced travel volumes during the Trunnion repair.

The Hayden Island merge at the I-5 bridgehead functions as the fundamental throttle on northbound I-5 operation. The proposed project does not eliminate or modify this constraint: ***absolute capacity of I-5 south of the bridge is not increased by this proposed project***. However, continuation of a third lane past Lombard to the Delta Park interchange eliminates an intermediate bottleneck at the Lombard Interchange. Previously, the reduction to two lanes at Lombard caused abrupt reduction of speeds, which then increased as vehicles approached the Delta Park interchange, only to abruptly slow again, then increase past Delta Park and slow again approaching the Hayden Island interchange. With the third lane extension, this intermediate throttle was eliminated so that vehicles now gradually reduce speed as they approach the Delta Park interchange, significantly moderating an entire cycle of stop-and-go events.

Providing a three-mile HOV lane is expected to provide an approximate three-minute travel time benefit for transit vehicles and multiple occupant vehicles that presently use this corridor and which comprise just under 10 percent of vehicles. However, smoothing of freeway operation on this segment of I-5 (as opposed to increasing capacity of the freeway system) is another major objective of the proposal. By matching capacity of the middle segment of I-5 north to those now occurring at either end, smoother flow is provided creating safer travel conditions and reduced vehicle emissions associated with stop-and-go travel conditions.

There are two elements of the proposed pilot project. A construction element will reinforce the shoulder just north of the Lombard interchange so that it can operate as a travel lane. Also, the Delta Park onramp presently merges traffic into a free lane. New striping and traffic control will be needed to manage these movements into an occupied third lane once the project begins operation. The second aspect of the project is operational conversion of two miles of an existing general purpose lane between Going and Lombard to peak period HOV use. ODOT's analysis indicates that peak period demand at Going is less than 4,000 vehicles, of which 10 percent is already HOV. In this segment, I-5 operates as a four-lane facility just north of I-405, then reduces to three lanes until it reaches Lombard where it narrows to two lanes. Therefore, a graduated conversion of one lane to HOV use at the Going interchange would not produce significant queuing. Ten percent of vehicles would continue to use the lane. The other 90 percent of vehicles represent a demand less than the available capacity. During all but the p.m. peak period, all travel lanes would continue to be available for general purpose travel.

The project has been presented to the TPAC Air Quality Conformity Consultation Subcommittee. It has been determined by this group that the six-month pilot project is not regionally significant and does not require analysis of conformity with the State Implementation Plan. Extension of HOV beyond the pilot period, or conversion of the third-lane segment to permanent general purpose operation, will require a conformity determination. There are several facts supporting this conclusion.

First, the project would not be initiated until mid-October, after the ozone season. Whatever stimulation of emission might in fact result from the project, they would occur after the peak season during which a violation of air quality standards might occur. Second, the project makes physical modifications to a segment of I-5 that is less than one mile in length and which does not travel through any full interchanges. These are two important parameters that have generally been considered a threshold of project significance. Third, the pilot does not actually increase capacity of the north segments of I-5.

Absolute corridor capacity remains constrained by the Hayden Island/Interstate Bridgehead bottleneck. What the project would accomplish is smoothing of northbound corridor operation during the p.m. peak period. Approximately 10 percent of vehicles using the corridor would experience moderate improvement of travel conditions for a three-mile stretch. For 90 percent of vehicles, a marginal improvement of the operating conditions would result. ODOT micro-scale analysis indicates that system speeds would be sustained at a 50 mile per hour threshold for slightly longer periods with the project than without. Emission of NOx increase significantly as speeds approach 50 miles per hour. However, emissions also increase significantly with hard acceleration typified by the kind of frustrated stop-and-go driving that now occurs north of the Lombard bottleneck. It is this travel characteristic that will be moderated by the project.

There is some concern that marginal improvement of freeway operation could attract latent demand for travel in the corridor, or could attract demand onto the freeway from parallel surface streets. Regional modeling is generally desirable to quantify these kinds of effects. If latent demand is drawn as either new SOV or HOV travel, regional emissions would be increased above current levels in a manner not previously considered in the Conformity modeling. Should existing travel demand be drawn to the freeway from surface streets, the presumed increase of system speed would also most likely emit greater amounts of criteria pollutants than previously modeled.

As to the first concern about latent demand, the project improvements are not expected to be significant enough to stimulate new long-term changes to travel demand in the corridor. Only an intermediate bottleneck is eliminated and only for HOV travelers and no improvement of southbound a.m. travel conditions is provided to match the p.m. improvements. Moreover, until the pilot is concluded and the data analyzed, modeling of long-term project effects would not be reliable so regional model analysis of the project is premature. As to effects on existing travel behavior, ODOT has deployed ramp meters on the I-5 ramps affected by the projects as part of its ITS program. Should significant numbers of vehicles be drawn to the corridor, away from either Interstate Avenue or 99E, ramp meter rates can be decreased to impose a compensatory time penalty. In this way, system balance can be maintained. Indirectly, system speeds would maintain roughly the current average modeled in the present Conformity Determination.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO APPROVE A SIX-MONTH HIGH OCCUPANCY VEHICLE (HOV) LANE DEMONSTRATION ON I-5 NORTHBOUND AND ASSOCIATED FINANCING	)	RESOLUTION NO. 98-2625 Introduced by Councilor Washington, Chair JPACT

WHEREAS, Emergency modifications made during the Interstate Bridge Trunnion repair to the two-lane segment of northbound I-5 between the Lombard and Delta Park Interchanges provide opportunity to permanently increase this segment of freeway to three lanes; and

WHEREAS, Increasing this segment to three lanes would match the existing configuration of I-5 at either end of the segment; and

WHEREAS, Observation and modeling indicate that moderate improvement of operations on the entire freeway segment could be realized if the intermediate bottleneck created by lane reduction at Lombard were eliminated; and

WHEREAS, Chapter 1 of the *Regional Transportation Plan* (RTP) endorses lower cost, operational improvements that maximize existing capacity of the regional transportation system; and

WHEREAS, Moderate travel time benefits could be provided to the 10 percent of HOV vehicles now using this segment of I-5 during the p.m. peak period if such a lane were reserved for their use; and

WHEREAS, Regional policies contained in the 1995 RTP support actions which encourage non-SOV travel; and

WHEREAS, Chapter 1 of the *Regional Transportation Plan* currently states that the region should investigate feasibility of HOV operation on the regional freeway system; and

WHEREAS, No current data exist with which to predict probable success of an HOV facility in the Portland region or effects of an HOV system on regional travel demand and behavior; and

WHEREAS, ODOT has proposed to allocate $2 million of state funds to make the Trunnion emergency enhancements permanent; and

WHEREAS, ODOT proposes to operate a six-month High Occupancy Vehicle (HOV) demonstration project on I-5 between Going and Delta Park interchanges during the p.m. peak period; and

WHEREAS, The Regional Conformity Subcommittee has determined that this six-month pilot project would not be regionally significant; and

WHEREAS, ODOT proposes to further consult with its regional partners prior to continuing the HOV project beyond six months, or converting the added three-lane segment to permanent general purpose operation; and

WHEREAS, Permanent modification of the corridor would first be subject to a new quantitative Conformity Determination; now, therefore,

BE IT RESOLVED:

1. That the MTIP is amended to allocate $2 million of state transportation funds to a six-month HOV demonstration project on I-5 northbound lanes between the Going and Delta Park interchanges during the p.m. peak period.

2. That ODOT shall report to JPACT at the conclusion of the demonstration regarding plans to extend HOV operations permanently to the corridor or to retain the added segment for general transportation purposes.

3. That final plans for the new segment shall be included in the regional model and be subjected to quantitative analysis

pursuant to the region's air quality conformity determination process, with review by the Regional Conformity Subcommittee.

4. That Metro staff are directed to request appropriate amendment of the State Transportation Improvement Program (STIP) and are authorized to execute administrative adjustments needed to implement the project.

ADOPTED by the Metro Council this _____ day of ______, 1998.

____
Jon Kvistad, Presiding Officer

Approved as to Form:

____
Daniel B. Cooper, General Counsel

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ADOPTED by the Metro Council this _____ day of ______, 1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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ISTEA REAUTHORIZATION
HOUSE - SENATE CONFERENCE COMMITTEE
REGIONAL POSITION PAPER
April 9, 1998

The Oregon Congressional Delegation is to be congratulated on the work they have done to guide and shape the reauthorization of ISTEA. The House and Senate bills both represent major steps forward for transportation in Oregon and in the Portland metropolitan area.

Both ISTEA II and BESTEA address the major funding and policy concerns outlined by JPACT in Resolution 98-2606. Most significantly, both House and Senate measures represent a significant increase in funding for highway and transit programs. At the same time, both bills retain the major innovative advances achieved in the initial ISTEA legislation, including the continuation of flexible funding, the cooperative role of MPOs in decision-making and the integration of land use considerations in the evaluation of certain capital improvements.

Federal lands--To be supplied by Jason Tell at ODOT

The most damaging proposals – a major rollback is flexible funding, devolution of federal transportation funding responsibility to the states and minimum allocation formulas for transit funding – were all defeated.

Significantly for the New Starts transit capital program, both the Senate and House adopted the blanket authorization proposal and avoided earmarking of dollar amounts for specific projects – a position this region had vigorously supported.

Just as significant, the House bill authorizes by name the Westside and South/North light rail projects for final design and construction. These are the region's top priorities. The Senate bill includes a national credit program which could be essential for South/North development.

As the House and Senate leadership prepare for Conference on this issue, the region would like to take the opportunity to reemphasize its priorities and to highlight conference items which will benefit the region and the state.

I. Regional Priority Issues

1. Overall Funding Levels. Both House and Senate numbers represent a major advance in funding for transportation projects in Oregon and the Portland metropolitan region.

The region supports the House mark of $218.3 billion which will facilitate the funding of critical projects here and throughout the state.

2. Innovative Financing. With the support of Senator Wyden, the Senate bill contains a title for the use of innovative financing mechanisms. No such title exists in the House bill. The Senate bill contains two amendments authored by Senator Wyden. The first would subject projects funded through innovative financing to environmental review. The second would allow the proceeds of a secured loan to be used for any non-federal share of project costs required under the highway or transit titles. The region thanks Senator Wyden for his efforts on this subject and supports the inclusion of the innovative financing provision in the conference report.

3. Highway Funding. Support House level of $179.6 billion for highway programs.

4. State Highway Formula. Under the Senate bill, Oregon would receive 1.287% of highway formula funds. Under the House bill, the state would receive an allocation of 1.22%. The average annual allocation to Oregon under the House formula would be $337 million, a $124 million per year or 58 percent increase from ISTEA levels. The region urges the Oregon delegation to support the Senate position as a minimum.

5. Transit Program Funding. The region supports the Senate overall funding level for transit of $41.3 billion. However, we are concerned that this figure represents $31.6 billion of contract authority because of the general fund component included in the Senate figure. The region urges the conference committee to adopt the higher Senate figure and fund it, to the extent possible, through a trust fund allocation rather than with general fund dollars. The region does not support limiting transit expenditures to the level of trust fund income.

6. New Starts Funding. The region supports the Senate overall funding level for New Starts programs of $7.8 billion but again notes that the inclusion of $2.35 billion of general funds in this allocation reduced the contract authority below the House level of $6 billion. The region urges the conference committee to adopt the higher Senate figure and fund it, to the extent possible, through a trust fund allocation rather than with general fund dollars.

7. New Starts Blanket Authority. The region strongly supports the blanket authority approach taken by both the House and Senate with respect to new starts projects. This approach of naming projects without dollar earmarks will allow FTA to evaluate and fund projects based on technical merit, the track record of sponsoring agencies, and the overall prospects for successful construction and operation of the project. Because the House bill specifically approves both the Westside and South/North Light Rail Projects for Final Design and Construction, the region urges the delegation to support the House language.

The region also supports the following provisions:

- Limiting to 8 percent the use of New Starts funds for preliminary engineering and MIS
- Modification of the 3(j) report to make it the main vehicle for moving projects from preliminary engineering to final design and from final design to FFGA status.
- The addition of new criteria for evaluating projects to consider population density and transit ridership in the corridor selected for a project.
- Authority for FTA to enter into an FFGA after the House and Senate have had 60 days to review the request. [This provision is contained in the House bill only].

Senator Wyden's efforts to include land use and transportation planning elements into the criteria for evaluating new starts projects is greatly appreciated by the region. We urge the conference to adopt Senator Wyden's language with respect to New Starts and land use.

In the event that project-by-project earmarks are pursued during the conference committee, it should be noted that the region requests $36.8 million for the completion of the Westside LRT and $487.1 million for the construction of the South/North Project.

II. Regional Priority Projects

A. JPACT Approved Projects

1. I-5 Corridor Designation. The House measure includes a designation of I-5 as a trade corridor of national significance. The designation will make the I-5 corridor eligible for special funding for capital improvements. The region supports the House position on this issue.

2. Completion of Westside/Hillsboro LRT authorized by name. As noted above, support House position approving Westside for completion.

3. South/North LRT authorized by name. As noted above, support House position approving South/North for final design and construction.

4. I-5/Highway 217/Kurse Way Interchange – FHWA Demo Project. The region supports the House earmark of $7 million for the construction of this project.

5. I-205/Sunnybrook Interchange – FHWA Demo Project. The region supports the House earmark of $20 million for the construction of this project.

6. South Rivergate Railroad Overcrossing – FHWA Demo Project. The region supports the House earmark of $13 million for the construction of this project.

7. Lovejoy Ramp Removal– FHWA Demo. The region supports the House earmark of $7.18 million for the Lovejoy ramp.

8. Broadway Bridge Rehabilitation -- Bridge Program. $10 million for the rehabilitation of the Broadway Bridge.

9. Intelligent Transportation Systems. The region supports the House earmark of $4.5 million for the installation of emitters and receiving equipment to facilitate movement of emergency and transit vehicles at key arterial intersections.

10. Buses. The region supports the House earmark of $3.5 million for the acquisition of buses associated with Westside LRT opening.

B. Congressional Priorities

1. Construct Tualatin-Sherwood Bypass – FHWA Demo Project. The region supports the House earmark of $500,000.

2. Upgrade Murray Boulevard – FHWA Demo Project. The region supports the House earmark of $5 million.

3. Upgrade Naito Parkway – FHWA Demo Project. The region supports the House earmark of $1.5 million.

4. MAX Pedestrian Improvements. The region supports the House earmark of $1.28 million.

5. Clackamas County Multimodal Transportation Station. The region supports the House earmark of $1.5 million.

III. Additional Policy Issues

1. Congestion Mitigation and Air Quality (CMAQ) and Enhancement funds. The House bill retains the CMAQ and Enhancement programs, but makes 50 percent of the increases in the programs above FY 97 levels eligible to be transferred to the National Highway System or the Surface Transportation Program for projects in non-attainment areas. The Senate bill retains CMAQ and Enhancements intact. The region urges the conference to oppose the House transferability provisions as

undermining the original intent of the CMAQ and Enhancement programs to support projects that help reduce congestion, improve air quality and address non-highway transportation needs.

2. Variable/Value Pricing. The Senate bill authorizes up to 15 projects nationally. The House bill limits the number of projects to only three. We urge the delegation to support the Senate figure as a minimum.

3. Transportation and Community Assistance Pilot Program. Senator Wyden offered this amendment to create a land use pilot program to look at the relationship between transportation and community and system preservation. This will be a research program that would allocate monies to metropolitan planning organizations and local governments to communities that have instituted policies, such as urban growth boundaries, "green corridor" programs providing access to major highway corridors, etc. The region supports the inclusion of this provision in the conference report.

4. NEPA Streamlining. Senator Wyden's amendment to streamline the NEPA process is helpful and is supported by the region.

5. Welfare to Work. The region supports the inclusion of welfare to work funding in the House and Senate legislation and urges the conference to adopt the Senate level of $250 million. This funding will assist the region and the state in assisting in the implementation of the welfare reform legislation.

Issue	JPACT Resolution Ref.	Senate (ISTEA II - S. 1173)	House (BESTEA - H.R. 2400)	Conference Position
Regional Priority Issues				
Total funding level	II(11) and (13)	$214 billion	$218.3 billion	Support House figure
Highway funding	II(11) and (13)	$171 billion	$179.6 billion	Support House figure
Transit funding	II(4)	$41.3 billion ($9.5 billion general fund)	$36.7 billion ($900 million general fund)	Support Senate figure, urge maximum trust fund allocation with general fund as second preference
Transit funding from Trust Fund (Contract Authority)	II(4)	$31.8 billion	$35.8 billion	Support House
New Starts funding	II(6)	$7.8 billion ($2.35 billion general fund)	$6 billion	Support Senate figure, urge maximum trust fund allocation with general fund as second preference
New Starts funding from Trust Fund (Contract Authority)	II(6)	$5.47 billion	$6 billion	Support Senate figure, urge maximum trust fund allocation with general fund as second preference
Innovative financing (TIFIA, SIBs)	II(9)	Yes	No	Support Senate position
Variable/Value Pricing	II(10)	Up to 15 pilot projects	Limits to 3 Interstate projects	Support Senate position
Oregon's share of highway formula funds	II(12)	1.287%	1.22%	Support at a minimum the Senate share
New Starts "Blanket authority" approach	II(8)	Yes	Yes (Westside and South/North named without earmarks)	Support House position

Issue	JPACT Resolution Ref.	Senate (ISTEA II - S. 1173)	House (BESTEA - H.R. 2400)	Conference Position
New Starts Program ■ Limiting PE to 8% ■ FTA Project selection ■ New population criteria ■ Land Use considerations	II(6)	 Yes Yes Yes Yes	 Yes Yes Yes No	Support House language as it helps move the FFGA process forward on a rational basis, allows FTA to select best projects. Support Senate position
Regional Priority Projects – JPACT Approved				
I-5 Corridor Designation	II(15)	No	Yes	Support House position
Westside Authorized by Name	A(1)	No	Yes	Support House position
South/North Authorized by Name	A(2)	No	Yes (one of 96 named without dollar earmark)	Support House position
I-5/Hwy. 217/Kruse Way	B(1)	No	$7 million	Support House position
Sunnybrook Interchange	B(2)	No	$20 million	Support House position
South Rivergate Railroad Overcrossing	B(3)	No	$13 million	Support House position
Broadway Bridge Rehab.		No	$10 million	Support House position
Lovejoy Ramp	B(4)	No	$7.18 million	Support House position
Intelligent Transportation Systems	C(4)	No	$4.5 million	Support House position
Buses	C(5)	No	$3.5 million	Support House position
Congressional Initiatives				
Construct Tualatin-Sherwood Bypass	None	No	$500,000	Support House position
Upgrade Murray Blvd.	None	No	$5 million	Support House position
MAX-Ped in Gresham	None	No	$1.28 million	Support House position

Issue	JPACT Resolution Ref.	Senate (ISTEA II - S. 1173)	House (BESTEA - H.R. 2400)	Conference Position
Clackamas County Multimodal Transportation Station	None	No	$600,000	Support House position
Naito Parkway	None	No	$1.5 million	Support House position
Other Policy Issues				
Land Use Grant Program	II(20)	Yes (Wyden Amendment)	No	Support Senate position
CMAQ – 50% of increase over 1997 levels may be transferred to highway programs.	II(3)	No	Yes	Oppose. This provision undermines the original intent of CMAQ.
Enhancements – 50% of increase over 1996 levels may be transferred to highway programs.	II(3)	No	Yes	Oppose. This provision undermines the original intent of Enhancements.
Welfare to Work	None	$250 million	$150 million	Support Senate position
NEPA Streamlining	None	Yes	Yes	Support Senate position
Employee Transit Pass increase	None	Yes	No	Support Senate position

There is a tremendous amount at stake for Oregon in the reauthorization of ISTEA. The amount of federal highway funds Oregon will receive each year over the life of the next bill will be determined largely by an annual highway apportionment formula. The Senate bill would increase Oregon's share of highway formula funds from 1.169% under ISTEA to 1.287%. The House bill would raise Oregon's share to 1.22%. The region has long supported eliminating Oregon's "Donor State" status and supports, at a minimum, the Senate share for Oregon.

The region also recognizes the importance of the Federal Lands Highways Program to the State of Oregon and supports retaining the current funding formula and the increased funding level in the Senate bill.

Although not currently in either bill, efforts to limit the options available to states on the type of user fee used to finance transportation traditionally surfaces during Conference. The region strongly opposes limits on the state's ability to collect weight-mile taxes.

The House bill contains language that would "reopen" large portions of the bill in 2001. The region does not believe this language is necessary and is concerned that reopening the bill in three years may cause an interruption in federal funding. Interruptions in federal funding would be especially disruptive to large-scale projects, such as Light Rail Transit projects, that rely on commitments of federal funds over a number of years.

"(l) PROGRAM ADMINISTRATION.—

"(1) IN GENERAL.—A State may expend not to exceed 2 percent of the Federal funds contributed to an infrastructure bank established by the State under this section to pay the reasonable costs of administering the bank.

"(2) NON-FEDERAL FUNDS.—The limitation described in paragraph (1) shall not apply to non-Federal funds.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

"162. State infrastructure bank program.".

CHAPTER 2—TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION

SEC. 1311. SHORT TITLE.

This chapter may be cited as the "Transportation Infrastructure Finance and Innovation Act of 1998".

SEC. 1312. FINDINGS.

Congress finds that—

(1) a well-developed system of transportation infrastructure is critical to the economic well-being, health, and welfare of the people of the United States;

(2) traditional public funding techniques such as grant programs are unable to keep pace with the in-

frastructure investment needs of the United States because of budgetary constraints at the Federal, State, and local levels of government;

(3) major transportation infrastructure facilities that address critical national needs, such as intermodal facilities, border crossings, and multistate trade corridors, are of a scale that exceeds the capacity of Federal and State assistance programs in effect on the date of enactment of this Act;

(4) new investment capital can be attracted to infrastructure projects that are capable of generating their own revenue streams through user charges or other dedicated funding sources; and

(5) a Federal credit program for projects of national significance can complement existing funding resources by filling market gaps, thereby leveraging substantial private co-investment.

SEC. 1313. ESTABLISHMENT OF PROGRAM.

(a) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

"SUBCHAPTER II—INFRASTRUCTURE FINANCE

"§181. Definitions

"In this subchapter:

"(1) ELIGIBLE PROJECT COSTS.—The term 'eligible project costs' means amounts substantially all of

which are paid by, or for the account of, an obligor in connection with a project, including the cost of—

"(A) development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other preconstruction activities;

"(B) construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, and acquisition of equipment; and

"(C) capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction.

"(2) FEDERAL CREDIT INSTRUMENT.—The term 'Federal credit instrument' means a secured loan, loan guarantee, or line of credit authorized to be made available under this subchapter with respect to a project.

"(3) LENDER.—The term 'lender' means any non-Federal qualified institutional buyer (as defined in section 230.144A(a) of title 17, Code of Federal

Regulations (or any successor regulation), known as Rule 144A(a) of the Securities and Exchange Commission and issued under the Securities Act of 1933 (15 U.S.C. 77a et seq.)), including—

"(A) a qualified retirement plan (as defined in section 4974(c) of the Internal Revenue Code of 1986) that is a qualified institutional buyer; and

"(B) a governmental plan (as defined in section 414(d) of the Internal Revenue Code of 1986) that is a qualified institutional buyer.

"(4) LINE OF CREDIT.—The term 'line of credit' means an agreement entered into by the Secretary with an obligor under section 184 to provide a direct loan at a future date upon the occurrence of certain events.

"(5) LOAN GUARANTEE.—The term 'loan guarantee' means any guarantee or other pledge by the Secretary to pay all or part of the principal of and interest on a loan or other debt obligation issued by an obligor and funded by a lender.

"(6) LOCAL SERVICER.—The term 'local servicer' means—

"(A) a State infrastructure bank established under this title; or

"(B) a State or local government or any agency of a State or local government that is responsible for servicing a Federal credit instrument on behalf of the Secretary.

"(7) OBLIGOR.—The term 'obligor' means a party primarily liable for payment of the principal of or interest on a Federal credit instrument, which party may be a corporation, partnership, joint venture, trust, or governmental entity, agency, or instrumentality.

"(8) PROJECT.—The term 'project' means—

"(A) any surface transportation project eligible for Federal assistance under this title or chapter 53 of title 49; and

"(B) a project for an international bridge or tunnel for which an international entity authorized under State or Federal law is responsible.

"(9) PROJECT OBLIGATION.—The term 'project obligation' means any note, bond, debenture, or other debt obligation issued by an obligor in connection with the financing of a project, other than a Federal credit instrument.

"(10) SECURED LOAN.—The term 'secured loan' means a direct loan or other debt obligation issued by

an obligor and funded by the Secretary in connection with the financing of a project under section 183.

"(11) STATE.—The term 'State' has the meaning given the term in section 101.

"(12) SUBSTANTIAL COMPLETION.—The term 'substantial completion' means the opening of a project to vehicular or passenger traffic.

"§182. Determination of eligibility and project selection

"(a) ELIGIBILITY.—To be eligible to receive financial assistance under this subchapter, a project shall meet the following criteria:

"(1) INCLUSION IN TRANSPORTATION PLANS AND PROGRAMS.—The project—

"(A) shall be included in the State transportation plan required under section 135; and

"(B) at such time as an agreement to make available a Federal credit instrument is entered into under this subchapter, shall be included in the approved State transportation improvement program required under section 134.

"(2) APPLICATION.—A State, a local servicer identified under section 185(a), or the entity undertaking the project shall submit a project application to the Secretary.

"(3) ELIGIBLE PROJECT COSTS.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), to be eligible for assistance under this subchapter, a project shall have eligible project costs that are reasonably anticipated to equal or exceed the lesser of—

"(i) $100,000,000; or

"(ii) 50 percent of the amount of Federal highway assistance funds apportioned for the most recently-completed fiscal year to the State in which the project is located.

"(B) INTELLIGENT TRANSPORTATION SYSTEM PROJECTS.—In the case of a project principally involving the installation of an intelligent transportation system, eligible project costs shall be reasonably anticipated to equal or exceed $30,000,000.

"(4) DEDICATED REVENUE SOURCES.—Project financing shall be repayable, in whole or in part, from tolls, user fees, or other dedicated revenue sources.

"(5) PUBLIC SPONSORSHIP OF PRIVATE ENTITIES.—In the case of a project that is undertaken by an entity that is not a State or local government or an agency or instrumentality of a State or local gov-

ernment, the project that the entity is undertaking shall be publicly sponsored as provided in paragraphs (1) and (2).

"(b) SELECTION AMONG ELIGIBLE PROJECTS.—

"(1) ESTABLISHMENT.—The Secretary shall establish criteria for selecting among projects that meet the eligibility criteria specified in subsection (a).

"(2) SELECTION CRITERIA.—The selection criteria shall include the following:

"(A) The extent to which the project is nationally or regionally significant, in terms of generating economic benefits, supporting international commerce, or otherwise enhancing the national transportation system.

"(B) The creditworthiness of the project, including a determination by the Secretary that any financing for the project has appropriate security features, such as a rate covenant, to ensure repayment. The Secretary shall require each project applicant to provide a preliminary rating opinion letter from a nationally recognized bond rating agency.

"(C) The extent to which assistance under this subchapter would foster innovative public-

private partnerships and attract private debt or equity investment.

"(D) The likelihood that assistance under this subchapter would enable the project to proceed at an earlier date than the project would otherwise be able to proceed.

"(E) The extent to which the project uses new technologies, including intelligent transportation systems, that enhance the efficiency of the project.

"(F) The amount of budget authority required to fund the Federal credit instrument made available under this subchapter.

"(G) The extent to which the project helps maintain or protect the environment.

"(H) The extent to which assistance under this chapter would reduce the contribution of Federal grant assistance to the project.

"(c) FEDERAL REQUIREMENTS.—The following provisions of law shall apply to funds made available under this subchapter and projects assisted with the funds:

"(1) Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.).

"(2) The National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

"(3) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.).

"§ 183. Secured loans

"(a) IN GENERAL.—

"(1) AGREEMENTS.—Subject to paragraph (2), the Secretary may enter into agreements with 1 or more obligors to make secured loans, the proceeds of which shall be used—

"(A) to finance eligible project costs; or

"(B) to refinance interim construction financing of eligible project costs;

of any project selected under section 182.

"(2) LIMITATION ON REFINANCING OF INTERIM CONSTRUCTION FINANCING.—A loan under paragraph (1) shall not refinance interim construction financing under paragraph (1)(B) later than 1 year after the date of substantial completion of the project.

"(b) TERMS AND LIMITATIONS.—

"(1) IN GENERAL.—A secured loan under this section with respect to a project shall be on such terms and conditions and contain such covenants, representations, warranties, and requirements (including requirements for audits) as the Secretary determines appropriate.

"(2) MAXIMUM AMOUNT.—The amount of the secured loan shall not exceed 33 percent of the reasonably anticipated eligible project costs.

"(3) PAYMENT.—The secured loan—

"(A) shall—

"(i) be payable, in whole or in part, from tolls, user fees, or other dedicated revenue sources; and

"(ii) include a rate covenant, coverage requirement, or similar security feature supporting the project obligations; and

"(B) may have a lien on revenues described in subparagraph (A) subject to any lien securing project obligations.

"(4) INTEREST RATE.—The interest rate on the secured loan shall be not less than the yield on marketable United States Treasury securities of a similar maturity to the maturity of the secured loan on the date of execution of the loan agreement.

"(5) MATURITY DATE.—The final maturity date of the secured loan shall be not later than 35 years after the date of substantial completion of the project.

"(6) NONSUBORDINATION.—The secured loan shall not be subordinated to the claims of any holder

of project obligations in the event of bankruptcy, insolvency, or liquidation of the obligor.

"(7) FEES.—The Secretary may establish fees at a level sufficient to cover all or a portion of the costs to the Federal Government of making a secured loan under this section.

"(8) NON-FEDERAL SHARE.—The proceeds of a secured loan under this subchapter may be used for any non-Federal share of project costs required under this title or chapter 53 of title 49, if the loan is repayable from non-Federal funds.

"(c) REPAYMENT.—

"(1) SCHEDULE.—The Secretary shall establish a repayment schedule for each secured loan under this section based on the projected cash flow from project revenues and other repayment sources.

"(2) COMMENCEMENT.—Scheduled loan repayments of principal or interest on a secured loan under this section shall commence not later than 5 years after the date of substantial completion of the project.

"(3) SOURCES OF REPAYMENT FUNDS.—The sources of funds for scheduled loan repayments under this section shall include tolls, user fees, or other dedicated revenue sources.

"(4) DEFERRED PAYMENTS.—

"(A) AUTHORIZATION.—If, at any time during the 10 years after the date of substantial completion of the project, the project is unable to generate sufficient revenues to pay scheduled principal and interest on the secured loan, the Secretary may, pursuant to established criteria for the project agreed to by the entity undertaking the project and the Secretary, allow the obligor to add unpaid principal and interest to the outstanding balance of the secured loan.

"(B) INTEREST.—Any payment deferred under subparagraph (A) shall—

"(i) continue to accrue interest in accordance with subsection (b)(4) until fully repaid; and

"(ii) be scheduled to be amortized over the remaining term of the loan beginning not later than 10 years after the date of substantial completion of the project in accordance with paragraph (1).

"(5) PREPAYMENT.—

"(A) USE OF EXCESS REVENUES.—Any excess revenues that remain after satisfying scheduled debt service requirements on the project obligations and secured loan and all deposit require-

ments under the terms of any trust agreement, bond resolution, or similar agreement securing project obligations may be applied annually to prepay the secured loan without penalty.

"(B) USE OF PROCEEDS OF REFINANCING.—The secured loan may be prepaid at any time without penalty from the proceeds of refinancing from non-Federal funding sources.

"(d) SALE OF SECURED LOANS.—

"(1) IN GENERAL.—Subject to paragraph (2), as soon as practicable after substantial completion of a project and after notifying the obligor, the Secretary may sell to another entity or reoffer into the capital markets a secured loan for the project if the Secretary determines that the sale or reoffering can be made on favorable terms.

"(2) CONSENT OF OBLIGOR.—In making a sale or reoffering under paragraph (1), the Secretary may not change the original terms and conditions of the secured loan without the written consent of the obligor.

"(e) LOAN GUARANTEES.—

"(1) IN GENERAL.—The Secretary may provide a loan guarantee to a lender in lieu of making a secured loan if the Secretary determines that the budg-

etary cost of the loan guarantee is substantially the same as that of a secured loan.

"(2) TERMS.—The terms of a guaranteed loan shall be consistent with the terms set forth in this section for a secured loan, except that the rate on the guaranteed loan and any prepayment features shall be negotiated between the obligor and the lender, with the consent of the Secretary.

"§ 184. Lines of credit

"(a) IN GENERAL.—

"(1) AGREEMENTS.—The Secretary may enter into agreements to make available lines of credit to 1 or more obligors in the form of direct loans to be made by the Secretary at future dates on the occurrence of certain events for any project selected under section 182.

"(2) USE OF PROCEEDS.—The proceeds of a line of credit made available under this section shall be available to pay debt service on project obligations issued to finance eligible project costs, extraordinary repair and replacement costs, operation and maintenance expenses, and costs associated with unexpected Federal or State environmental restrictions.

"(b) TERMS AND LIMITATIONS.—

"(1) In general.—A line of credit under this section with respect to a project shall be on such terms and conditions and contain such covenants, representations, warranties, and requirements (including requirements for audits) as the Secretary determines appropriate.

"(2) Maximum amounts.—

"(A) Total amount.—The total amount of the line of credit shall not exceed 33 percent of the reasonably anticipated eligible project costs.

"(B) One-year draws.—The amount drawn in any 1 year shall not exceed 20 percent of the total amount of the line of credit.

"(3) Draws.—Any draw on the line of credit shall represent a direct loan and shall be made only if net revenues from the project (including capitalized interest, any debt service reserve fund, and any other available reserve) are insufficient to pay the costs specified in subsection (a)(2).

"(4) Interest rate.—The interest rate on a direct loan resulting from a draw on the line of credit shall be not less than the yield on 30-year marketable United States Treasury securities as of the date on which the line of credit is obligated.

"(5) Security.—The line of credit—

"(A) shall—

"(i) be payable, in whole or in part, from tolls, user fees, or other dedicated revenue sources; and

"(ii) include a rate covenant, coverage requirement, or similar security feature supporting the project obligations; and

"(B) may have a lien on revenues described in subparagraph (A) subject to any lien securing project obligations.

"(6) PERIOD OF AVAILABILITY.—The line of credit shall be available during the period beginning on the date of substantial completion of the project and ending not later than 10 years after that date.

"(7) RIGHTS OF THIRD PARTY CREDITORS.—

"(A) AGAINST FEDERAL GOVERNMENT.—A third party creditor of the obligor shall not have any right against the Federal Government with respect to any draw on the line of credit.

"(B) ASSIGNMENT.—An obligor may assign the line of credit to 1 or more lenders or to a trustee on the lenders' behalf.

"(8) NONSUBORDINATION.—A direct loan under this section shall not be subordinated to the claims of

any holder of project obligations in the event of bankruptcy, insolvency, or liquidation of the obligor.

"(9) FEES.—The Secretary may establish fees at a level sufficient to cover all or a portion of the costs to the Federal Government of providing a line of credit under this section.

"(10) RELATIONSHIP TO OTHER CREDIT INSTRUMENTS.—A project that receives a line of credit under this section shall not also receive a secured loan or loan guarantee under section 183 of an amount that, combined with the amount of the line of credit, exceeds 33 percent of eligible project costs.

"(c) REPAYMENT.—

"(1) TERMS AND CONDITIONS.—The Secretary shall establish repayment terms and conditions for each direct loan under this section based on the projected cash flow from project revenues and other repayment sources.

"(2) TIMING.—All scheduled repayments of principal or interest on a direct loan under this section shall commence not later than 5 years after the end of the period of availability specified in subsection (b)(6) and be fully repaid, with interest, by the date that is 25 years after the end of the period of availability specified in subsection (b)(6).

"(3) SOURCES OF REPAYMENT FUNDS.—The sources of funds for scheduled loan repayments under this section shall include tolls, user fees, or other dedicated revenue sources.

"§ 185. Project servicing

"(a) REQUIREMENT.—The State in which a project that receives financial assistance under this subchapter is located may identify a local servicer to assist the Secretary in servicing the Federal credit instrument made available under this subchapter.

"(b) AGENCY; FEES.—If a State identifies a local servicer under subsection (a), the local servicer—

"(1) shall act as the agent for the Secretary; and

"(2) may receive a servicing fee, subject to approval by the Secretary.

"(c) LIABILITY.—A local servicer identified under subsection (a) shall not be liable for the obligations of the obligor to the Secretary or any lender.

"(d) ASSISTANCE FROM EXPERT FIRMS.—The Secretary may retain the services of expert firms in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments.

"§ 186. State and local permits

"The provision of financial assistance under this subchapter with respect to a project shall not—

"(1) relieve any recipient of the assistance of any obligation to obtain any required State or local permit or approval with respect to the project;

"(2) limit the right of any unit of State or local government to approve or regulate any rate of return on private equity invested in the project; or

"(3) otherwise supersede any State or local law (including any regulation) applicable to the construction or operation of the project.

"§ 187. Regulations

"The Secretary may issue such regulations as the Secretary determines appropriate to carry out this subchapter.

"§ 188. Funding

"(a) AUTHORIZATION OF CONTRACT AUTHORITY.—

"(1) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subchapter—

"(A) $60,000,000 for fiscal year 1998;

"(B) $60,000,000 for fiscal year 1999;

"(C) $90,000,000 for fiscal year 2000;

"(D) $90,000,000 for fiscal year 2001;

"(E) $115,000,000 for fiscal year 2002; and

"(F) $115,000,000 for fiscal year 2003.

"(2) ADMINISTRATIVE COSTS.—From funds made available under paragraph (1), the Secretary

may use, for the administration of this subchapter, not more than $2,000,000 for each of fiscal years 1998 through 2003.

"(3) AVAILABILITY.—Amounts made available under paragraph (1) shall remain available until expended.

"(b) CONTRACT AUTHORITY.—

"(1) IN GENERAL.—Notwithstanding any other provision of law, approval by the Secretary of a Federal credit instrument that uses funds made available under this subchapter shall be deemed to be acceptance by the United States of a contractual obligation to fund the Federal credit instrument.

"(2) AVAILABILITY.—Amounts authorized under this section for a fiscal year shall be available for obligation on October 1 of the fiscal year.

"(c) LIMITATIONS ON CREDIT AMOUNTS.—For each of fiscal years 1998 through 2003, principal amounts of Federal credit instruments made available under this subchapter shall be limited to the amounts specified in the following table:

"Fiscal year:	***Maximum amount of credit:***
1998	*$1,200,000,000*
1999	*$1,200,000,000*
2000	*$1,800,000,000*
2001	*$1,800,000,000*
2002	*$2,300,000,000*
2003	*$2,300,000,000.*

"§ 189. Imposition of annual fee on recipients

"(a) IN GENERAL.—There is hereby imposed on any recipient of a Federal credit instrument an annual fee equal to the applicable percentage of the average outstanding Federal credit instrument amount made available to the recipient during the year under this subchapter.

"(b) TIME OF IMPOSITION.—The fee described in subsection (a) shall be imposed on the annual anniversary date of the receipt of the Federal credit instrument.

"(c) APPLICABLE PERCENTAGE.—For the purposes of subsection (a), the applicable percentage is, with respect to an annual anniversary date occurring in—

"(1) any of fiscal years 1999 through 2003, 1.9095 percent; and

"(2) any fiscal year after 2003, 0.5144 percent.

"(d) TERMINATION.—The fee imposed by this section shall not apply with respect to annual anniversary dates occurring after September 30, 2008.

"(e) DEPOSIT OF RECEIPTS.—The fees collected by the Secretary under this section shall be deposited in the general fund of the Treasury of the United States as miscellaneous receipts.

"§ 190. Report to Congress

"Not later than 4 years after the date of enactment of this subchapter, the Secretary shall submit to Congress a report summarizing the financial performance of the

projects that are receiving, or have received, assistance under this subchapter, including a recommendation as to whether the objectives of this subchapter are best served—

"(1) by continuing the program under the authority of the Secretary;

"(2) by establishing a Government corporation or Government-sponsored enterprise to administer the program; or

"(3) by phasing out the program and relying on the capital markets to fund the types of infrastructure investments assisted by this subchapter without Federal participation.".

(b) CONFORMING AMENDMENTS.—Chapter 1 of title 23, United States Code, is amended—

(1) in the analysis—

(A) by inserting before "Sec." the following:

"SUBCHAPTER I—GENERAL PROVISIONS";

and

(B) by adding at the end the following:

"SUBCHAPTER II—INFRASTRUCTURE FINANCE

"181. Definitions.
"182. Determination of eligibility and project selection.
"183. Secured loans.
"184. Lines of credit.
"185. Project servicing.
"186. State and local permits.
"187. Regulations.
"188. Funding.
"189. Imposition of annual fee on recipients.
"190. Report to Congress.";

and

(2) by inserting before section 101 the following:

"SUBCHAPTER I—GENERAL PROVISIONS".

SEC. 1314. OFFICE OF INFRASTRUCTURE FINANCE.

(a) DUTIES OF THE SECRETARY.—Section 301 of title 49, United States Code, is amended—

(1) in paragraph (7), by striking "and" at the end;

(2) in paragraph (8), by striking the period at the end and inserting "; and"; and

(3) by adding at the end the following:

"(9) develop and coordinate Federal policy on financing transportation infrastructure, including the provision of direct Federal credit assistance and other techniques used to leverage Federal transportation funds.".

(b) OFFICE OF INFRASTRUCTURE FINANCE.—

(1) IN GENERAL.—Chapter 1 of title 49, United States Code, is amended by adding at the end the following:

"§ 113. Office of Infrastructure Finance

"(a) ESTABLISHMENT.—The Secretary of Transportation shall establish within the Office of the Secretary an Office of Infrastructure Finance.

"(b) DIRECTOR.—The Office shall be headed by a Director who shall be appointed by the Secretary not later than 180 days after the date of enactment of this section.

"(c) FUNCTIONS.—The Director shall be responsible for—

"(1) carrying out the responsibilities of the Secretary described in section 301(9);

"(2) carrying out research on financing transportation infrastructure, including educational programs and other initiatives to support Federal, State, and local government efforts; and

"(3) providing technical assistance to Federal, State, and local government agencies and officials to facilitate the development and use of alternative techniques for financing transportation infrastructure.".

(2) CONFORMING AMENDMENT.—The analysis for chapter 1 of title 49, United States Code, is amended by adding at the end the following:

"113. Office of Infrastructure Finance.".

Subtitle D—Safety

SEC. 1401. OPERATION LIFESAVER.

Section 104 of title 23, United States Code (as amended by section 1102(a)), is amended—

(1) in the matter preceding paragraph (1) of subsection (b), by striking "subsection (f)" and inserting "subsections (d) and (f)"; and

There is a tremendous amount at stake for Oregon in the reauthorization of ISTEA. The amount of federal highway funds Oregon will receive each year over the life of the next bill will be determined largely by an annual highway apportionment formula. The Senate bill would increase Oregon's share of highway formula funds from 1.169% under ISTEA to 1.287%. The House bill would raise Oregon's share to 1.22%. The region has long supported eliminating Oregon's "Donor State" status and supports, at a minimum, the Senate share for Oregon.

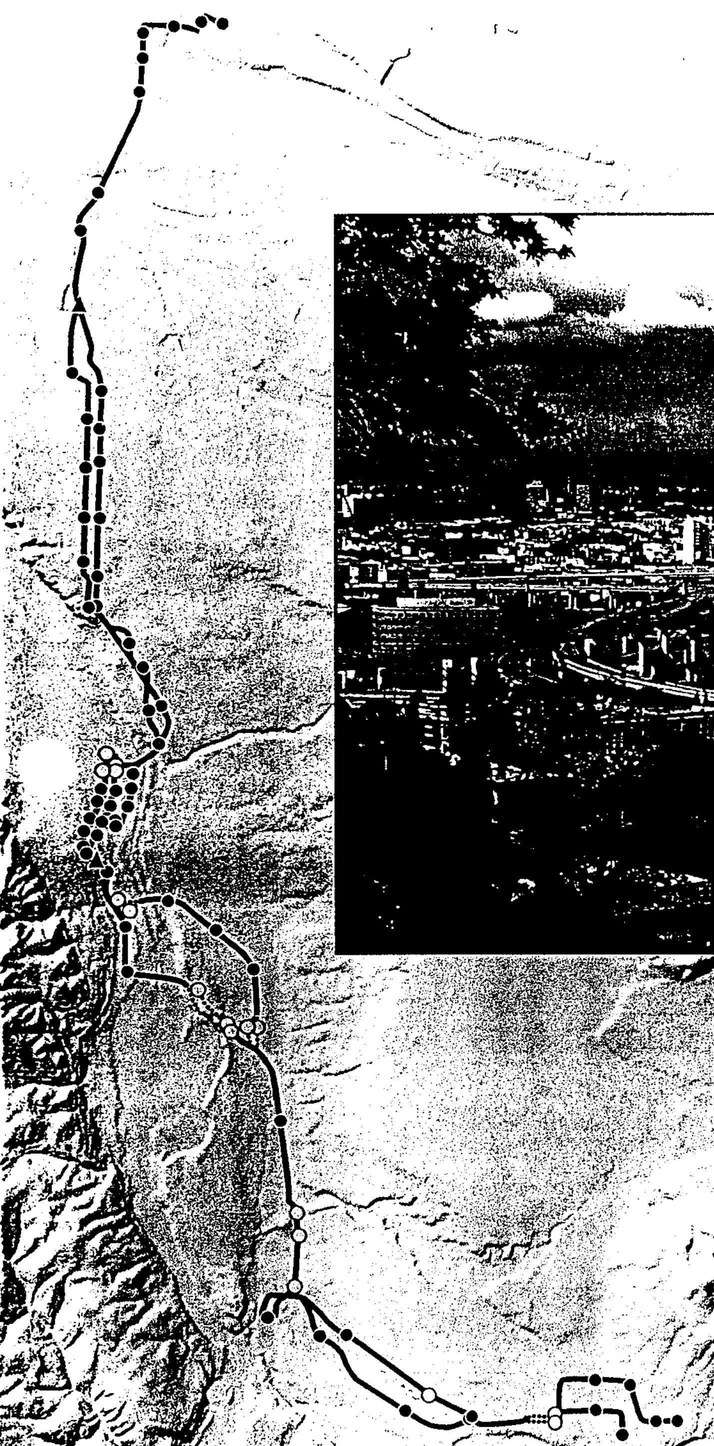
The region also recognizes the importance of the Federal Lands Highways Program to the State of Oregon and supports retaining the current funding formula and the increased funding level in the Senate bill.

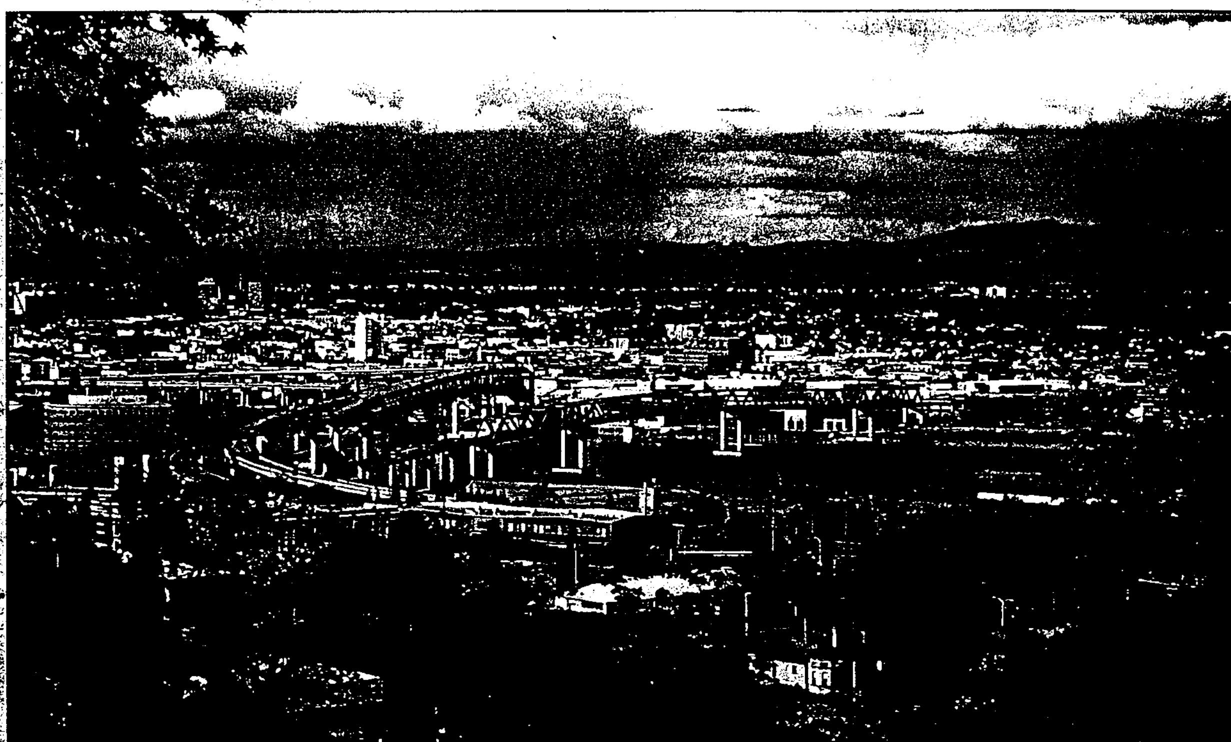
Although not currently in either bill, efforts to limit the options available to states on the type of user fee used to finance transportation traditionally surfaces during Conference. The region strongly opposes limits on the state's ability to collect weight-mile taxes.

The House bill contains language that would "reopen" large portions of the bill in 2001. The region does not believe this language is necessary and is concerned that reopening the bill in three years may cause an interruption in federal funding. Interruptions in federal funding would be especially disruptive to large-scale projects, such as Light Rail Transit projects, that rely on commitments of federal funds over a number of years.

South/North Corridor Light Rail Project

North South Transit Corridor Study





Metro Council Briefing Book

Portland, Oregon

METRO

TRI-MET

March 1998

South/North Light Rail Project
Highly Rated by Federal Transit Administration

FTA rates each light rail project in the country in its annual New Start Report to Congress. In the 1998 Report, which is about to be released, FTA concludes the South/North Light Rail Project:

- Rates "**High**" for its **integration with surrounding land uses**. Only two projects received this rating.

- Rates "**High**" for stability and reliability of its **capital financing plan**. Only one project received this rating in the 1997 Report.

- Rates "**Medium-High**" for the stability and reliability of its **operating financing plan**. No project received a rating this high in the 1997 Report.

- Produces **33% faster transit travel times** than an expanded bus network.

- Produces **39,100 more daily transit rides** than an expanded bus network.

- Produces **$50 and $100 million/year travel time savings** for highway and transit users compared to the TSM and No-Build options, respectively.

- **Reduces air quality emissions** and supports the region's Air Quality Maintenance Plan.

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Benefits of the South/North Light Rail Project

The Portland region is one of the fastest growing metropolitan areas in the United States with more than 500,000 new residents projected over the next 20 years. The South/North Light Rail Project represents one of many improvements to the region's transportation system that are being considered by local and regional jurisdictions to address this growth. Following is a summary of the estimated benefits that would result from the South/North Project.

Transit Benefits

- **Light Rail Ridership.** The South/North Project would carry 68,000 light rail riders on a weekday in 2015.
- **Transit Ridership.** Weekday transit ridership in the corridor (both bus and light rail) would increase by 37,800 rides in 2015 (a 30% increase).
- **Downtown Portland.** Weekday transit ridership into downtown Portland from the corridor would increase by 40% with South/North Light Rail, reducing demand for parking in downtown by over 3,700 spaces.
- **New Radial Trips.** With the South/North Project, 49% of new radial trips in the corridor would be taken by transit, compared to 6% with an all-bus system. (A new radial trip is any trip added from today to 2015 and between the corridor and downtown Portland.)
- **Travel Times.** Transit travel times between key activity centers in the corridor during the rush hour would be over 30% faster with light rail than with an all-bus system. For example a trip from downtown Portland to the Clackamas Town Center would take 28 minutes by light rail rather than 42 minutes by bus, and a trip from downtown Portland to downtown Vancouver would take 27 minutes on light rail compared to 40 minutes by bus.
- **Reliability.** Transit reliability would be significantly improved with South/North Light Rail. Approximately 40 percent of the corridor's transit riders would enjoy the reliability of light rail service separated from congested road and highway traffic.
- **Capacity.** South/North Light Rail would carry over 3,000 rides north from downtown Portland during the evening rush hour, the equivalent of 1.5 freeway lanes. The light rail line would have the capacity to carry an additional 3,000 rush hour rides, bringing the capacity of the line to three freeway lanes leaving downtown Portland in both directions.
- **Light Rail System.** The South/North Project, together with the existing MAX line and the Westside/Hillsboro and airport extensions, would establish a light rail system in the region.

Highway and Roadway Benefits

- **Auto Travel Times.** Rush hour travel times by automobile between key activity centers in the corridor would be 3 to 9 percent faster with the South/North Project.
- **Congestion.** South/North Light Rail would result in 16 fewer lane miles of congested roadway in the region per day in 2015. Commuters in cars would spend 4,500 fewer hours stalled each day in rush hour traffic.

- **Auto Travel.** Automobile travel in the region would be reduced by 213,000 miles per day.

- **Avoid Cost and Impacts of New Highway Capacity.** The South/North Project would reduce the need to add additional freeway and highway capacity in the corridor, and thus would avoid the high cost and impacts that would be associated with a major roadway expansion project. For example, ODOT estimated that it would cost over $3 billion to expand SE McLoughlin Boulevard to a six-lane freeway with improvements to I-405 and Highway 224, which would expand the person-carrying capacity of SE McLoughlin Boulevard by 3,000 persons per hour, compared to the South/North Project's 6,000 person-carrying capacity.

Growth Management

- **Leverage Public Funds.** The South/North Project would attract local private developments to many of the project's station areas (in accordance with local land use plans), leveraging public funds with private investments and helping to meet regional and local goals of attracting higher-use development in major activity centers while preserving existing single-family neighborhoods. For example, since it opened in 1987, over $1.3 billion in new development has been constructed adjacent to Eastside MAX stations in major activity centers like the Rose Quarter and the Lloyd District, while established residential neighborhoods have retained their original character.

- **Accommodate Growth.** The South/North Project would provide light rail access to over 430 acres of developable land located within the urban area.

- **Urban Design.** The South/North Project is an important tool that would be used by regional and local governments to better serve high-use travel corridors and major activity centers (e.g. offices, manufacturing and retail) that are vital components of our jobs and housing base.

Air Quality and Energy

- **Air Quality.** The South/North Project would reduce air pollution by over 1,000 tons per year in 2015, and would reduce carbon dioxide emissions (a greenhouse gas) by over 37,000 tons per year.

- **Energy.** South/North Light Rail would save over 11,000 gallons of gasoline per day in 2015.

Economic Benefits

- **Value of Travel Time Savings.** The South/North Project would result in a 4.5 million hour annual reduction in transit, automobile and truck travel times, a savings valued at $50 million per year (using Federal standards for the value of travel time).

- **Jobs.** Construction of the South/North Project would create approximately 15,000 person-year jobs to the region.

- **Construction Costs.** The full South/North Project would cost approximately $2.3 billion in future dollars to construct. The initial construction segment from the Clackamas Regional Center to the Rose Quarter would cost approximately $1 billion in future dollars to construct.

Note: All benefits are for the Full-Length Alternative, in the year 2015, compared to an all-bus system.

South North Transit Corridor Study

Purpose and Need

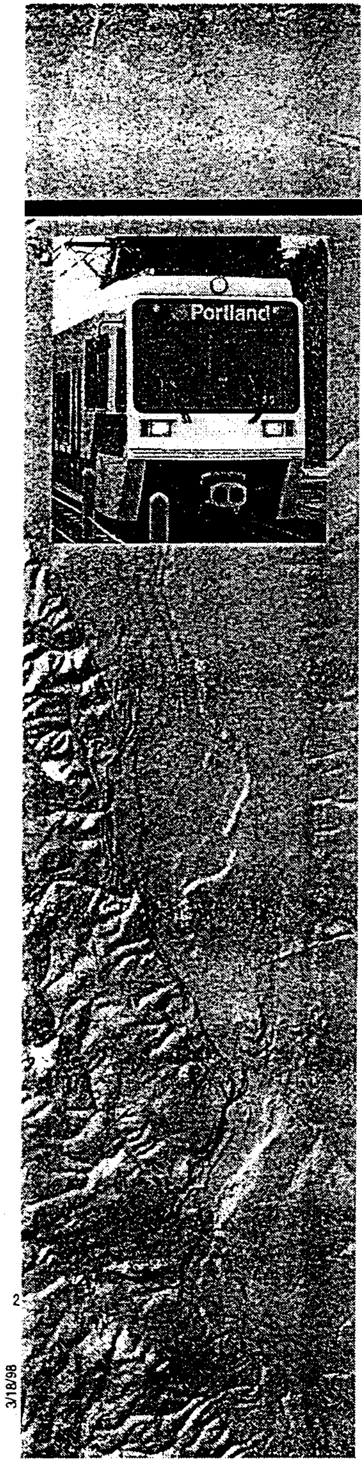
- **Past Growth (1975 to 1995)**
  - 45% Increase in Population, 1975 to 1995
  - 48% Increase in Employment, 1975 to 1995 - 40% Higher Than National Average

- **Future Growth**
  - 720,000 New Residents by 2040
  - Regional Centers to Absorb Growth

- **Balanced, Efficient Transportation System** Needed for Livability and Economy

- **Highway and Transit Problems Associated with Growth**
  - 64% Increase in Travel by 2015
  - 268% Increase in Congested Road Miles
  - Slower Bus Speeds
  - Higher Operating Costs

METRO



South North Transit Corridor Study

Alternatives to Address Problems

First Screening:

- All-Bus
- Busways
- River Transit
- Commuter Rail
- **Light Rail** - Selected for Further Study

DEIS Analysis:

- All-Bus
- Light Rail and Bus
  - Length of Project
  - Alignments

METRO

South North Transit Corridor Study

Transit Benefits
Weekday - 2015

South/North Light Rail Would:

- Carry 68,000 Light Rail Rides Per Day
- Attract 38,000 New Transit Rides Per Day (A 30% Increase)
- Provide Over 30% Faster Travel Times Than Buses
- Carry 3,000 Riders at Peak-Load Point = 1.5 Freeway Lanes with Capacity to Grow to 3 Lanes in Each Direction
- Provide Twice the New Capacity at 1/3 the Cost of Expanding Highway Facilities in the Corridor
- Reduce Gasoline Consumption by 11,000 Gallons Per Day
- Reduce Air Quality Emissions by 1,000 Tons Per Year

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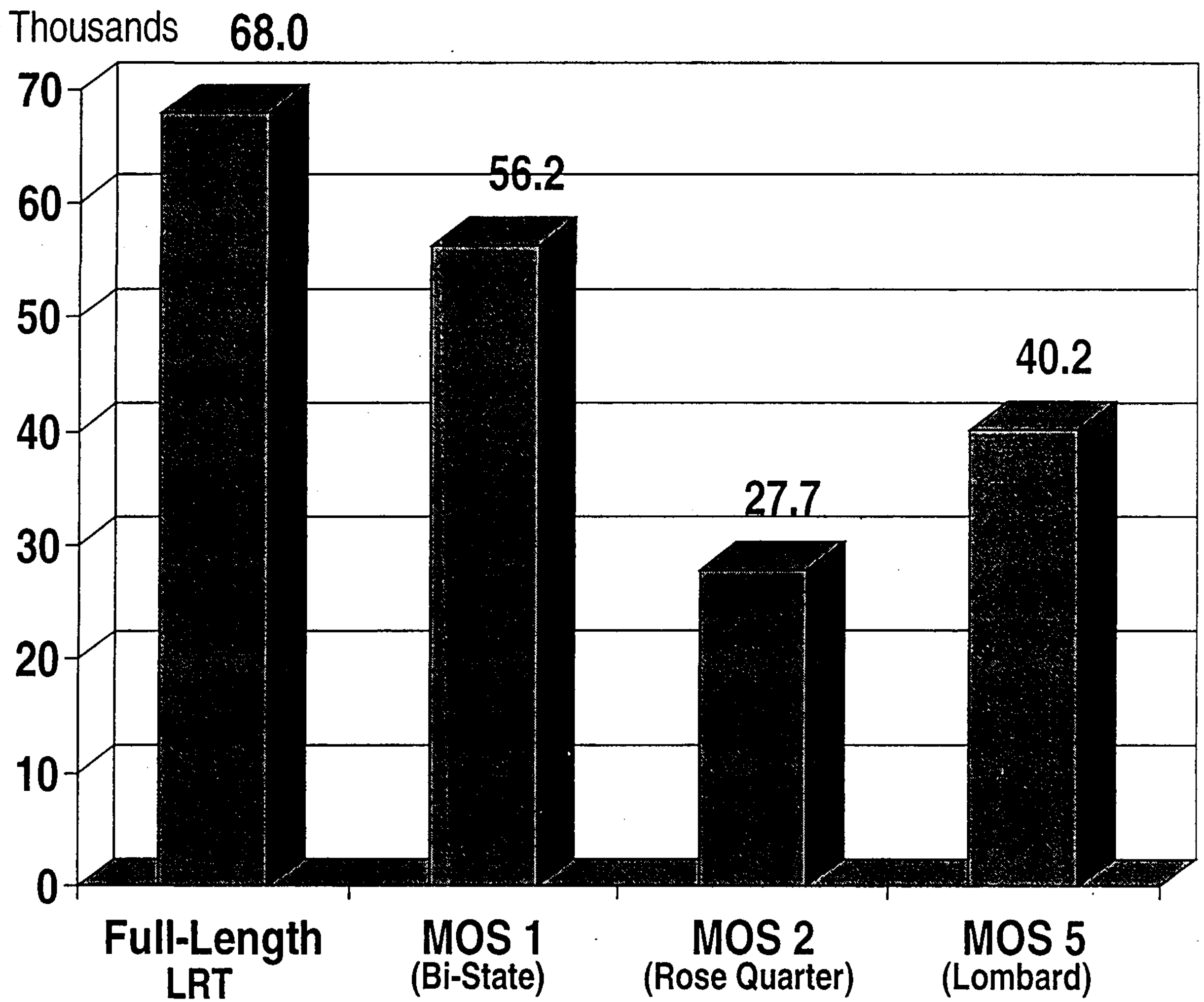
South/North Light Rail Ridership

Weekday - 2015



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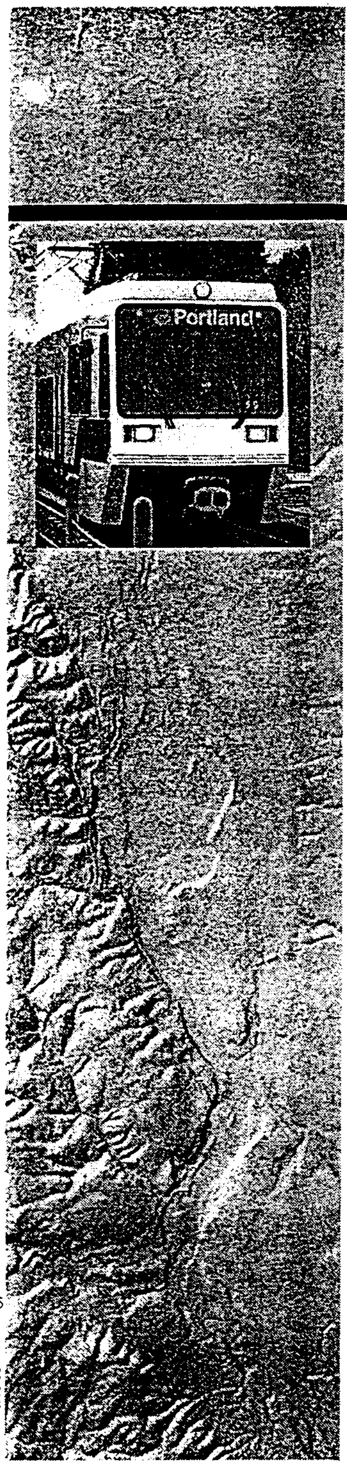
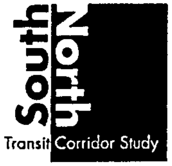
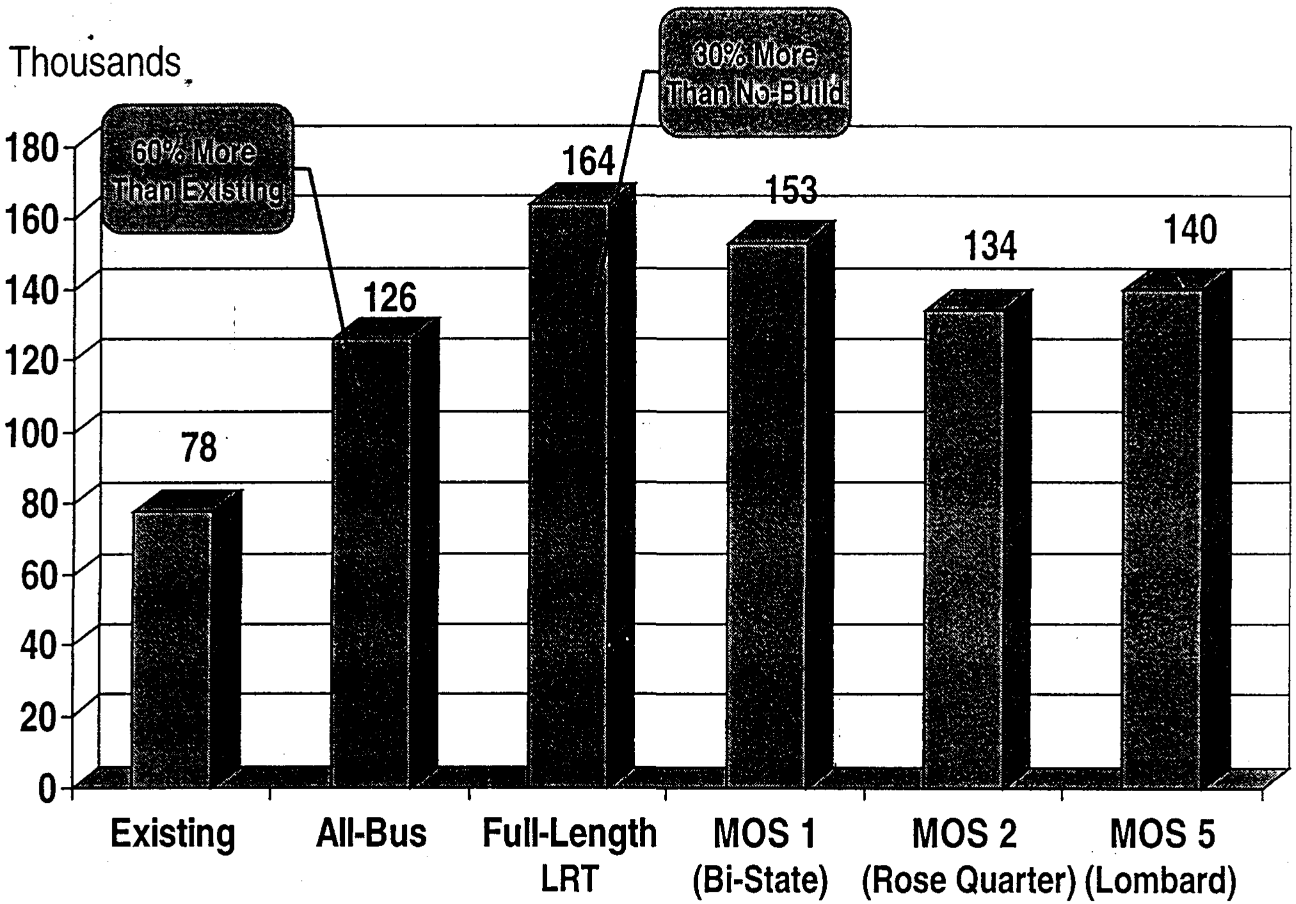
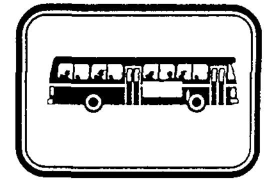
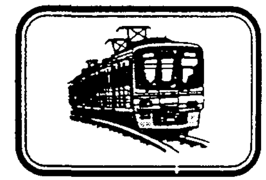




Corridor Transit Ridership
Weekday - 2015







Bus and Light Rail

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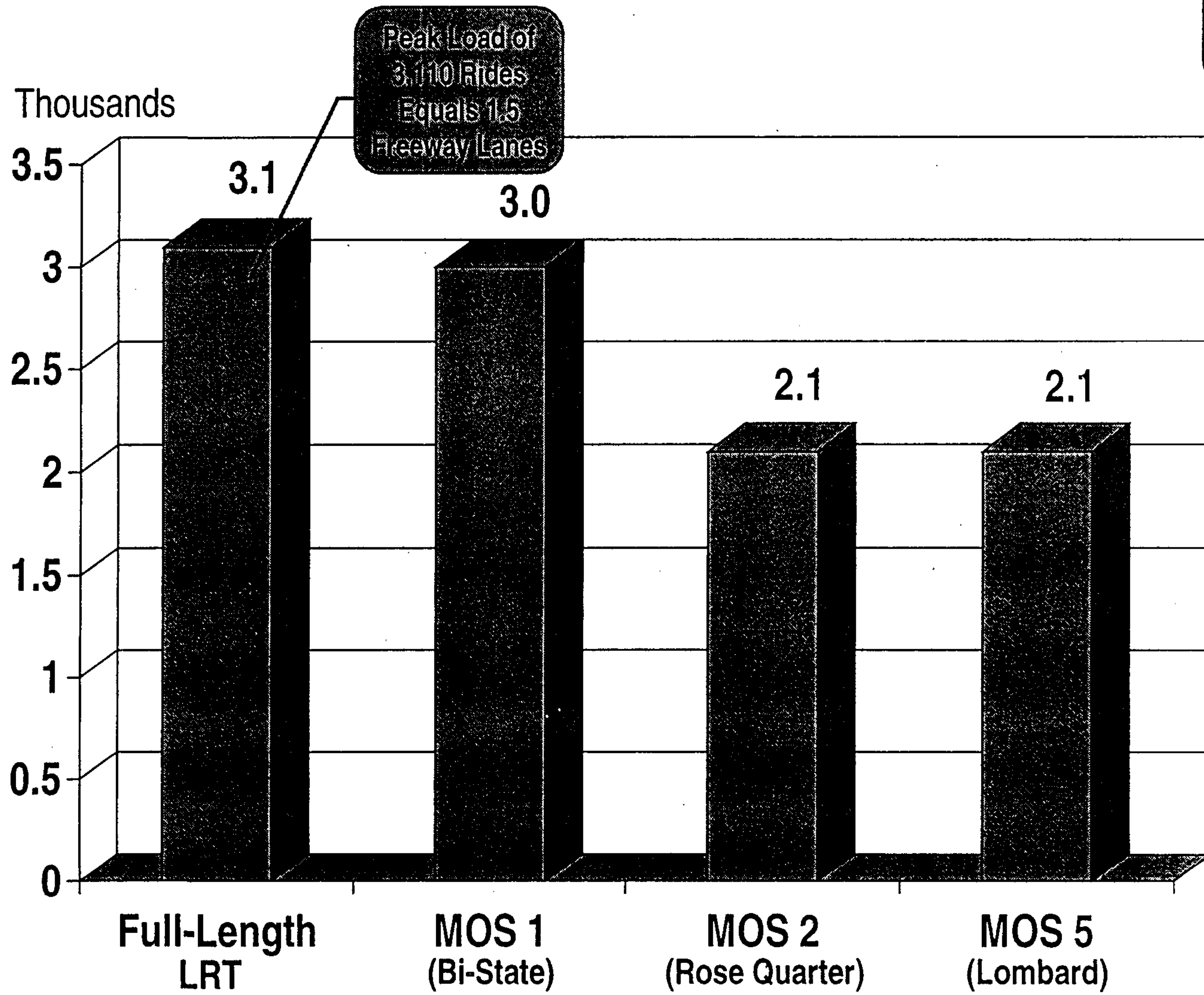
South North Transit Corridor Study

South/North Peak Load Ridership

Peak Hour LRT - 2015



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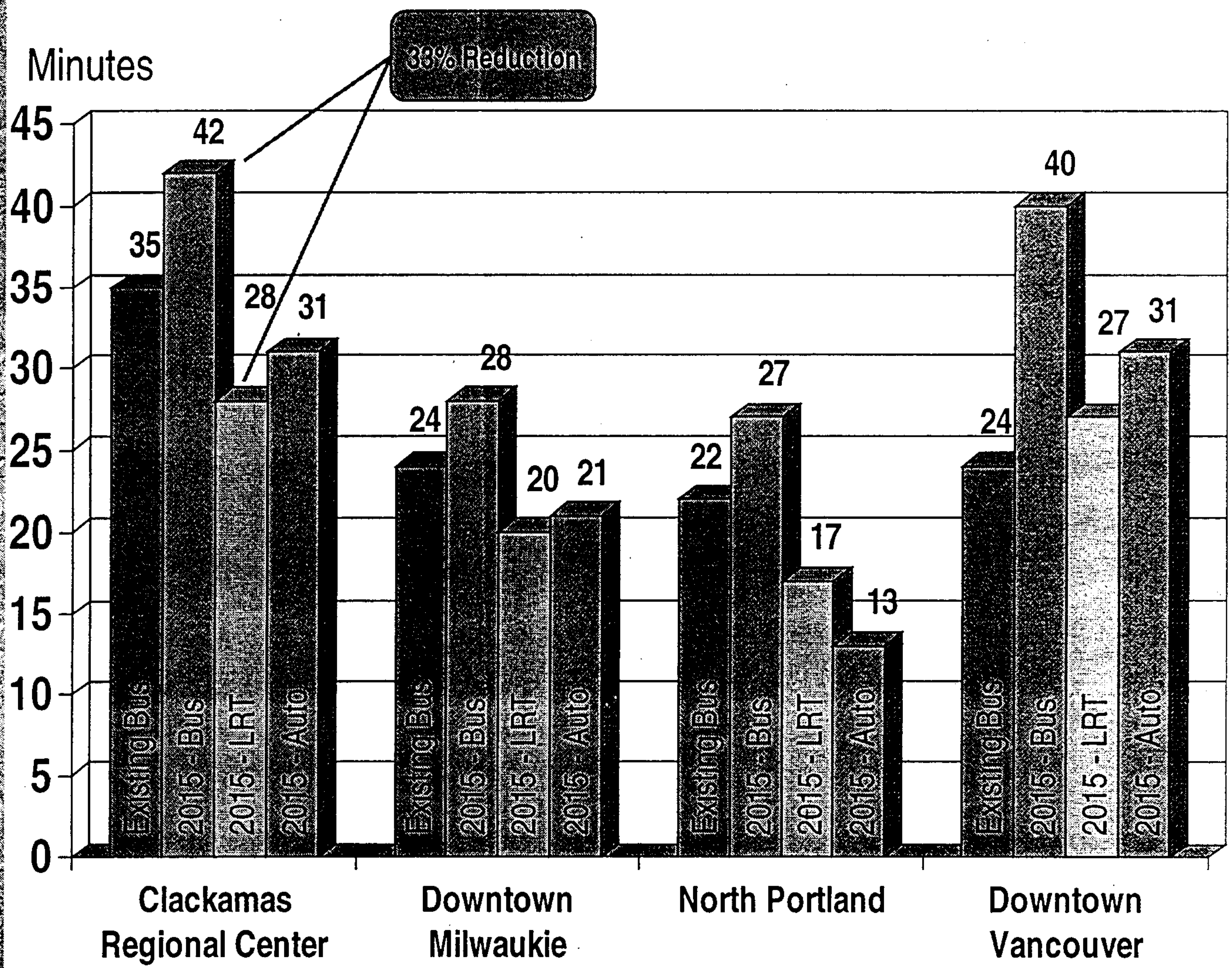
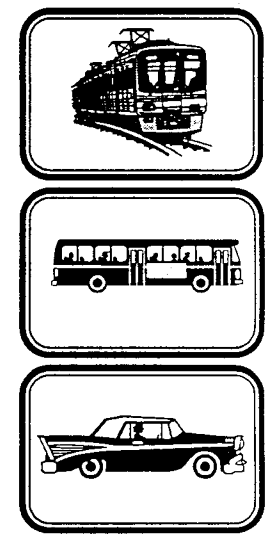
South North Transit Corridor Study

Rush Hour Travel Times

Weekday from Downtown Portland - 2015





In Vehicle Time In the Peak Direction

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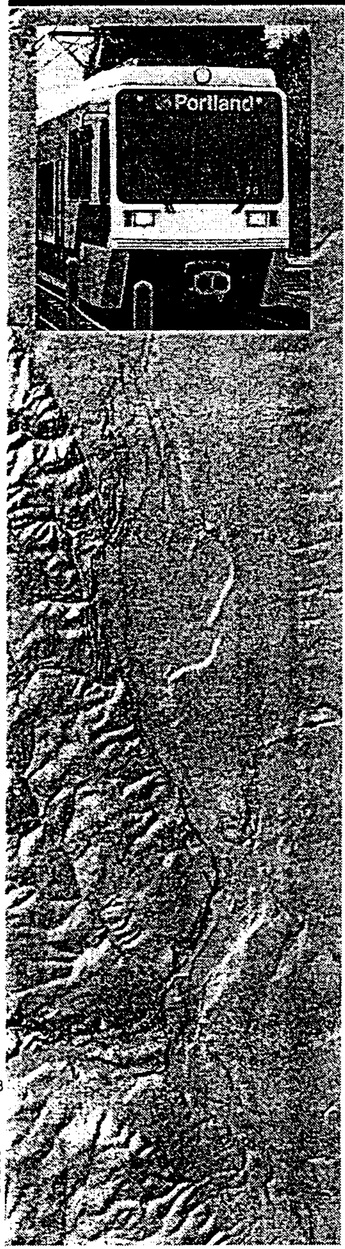
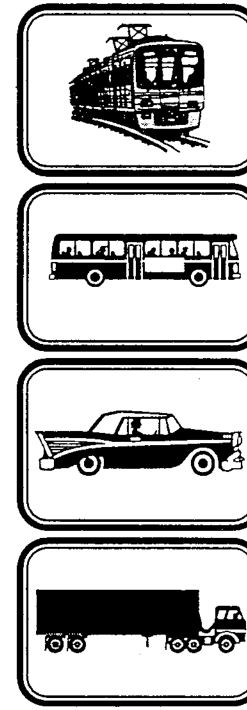
South North Transit Corridor Study

Value of Travel Time Savings





Annual Savings - 2015

Total Savings for All Trips and Modes:
$50 Million Per Year

Based on a Federal Transit Administration Formula.
Full-Length LRT compared to All-Bus System.

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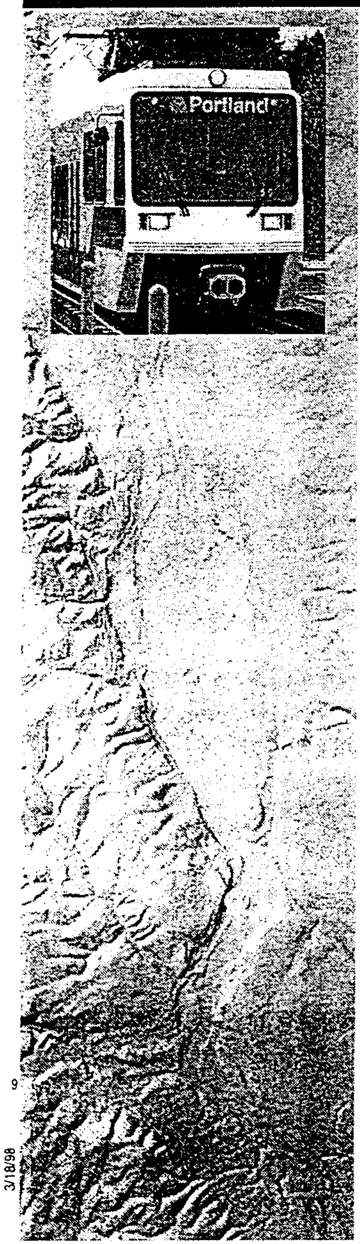
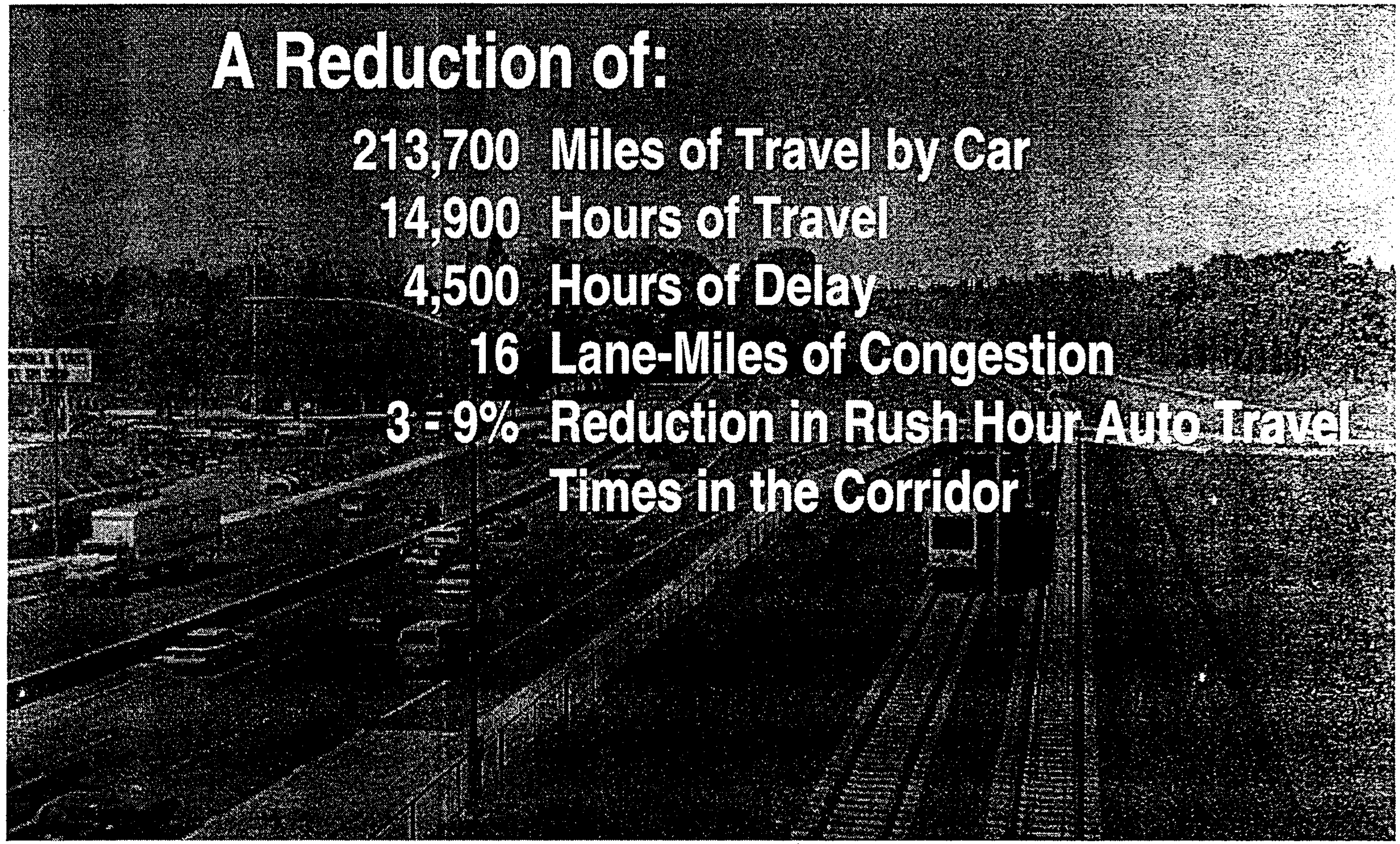
South North
Transit Corridor Study

Weekday Regional Traffic Relief

Weekday - 2015





Full-Length LRT Compared to All-Bus

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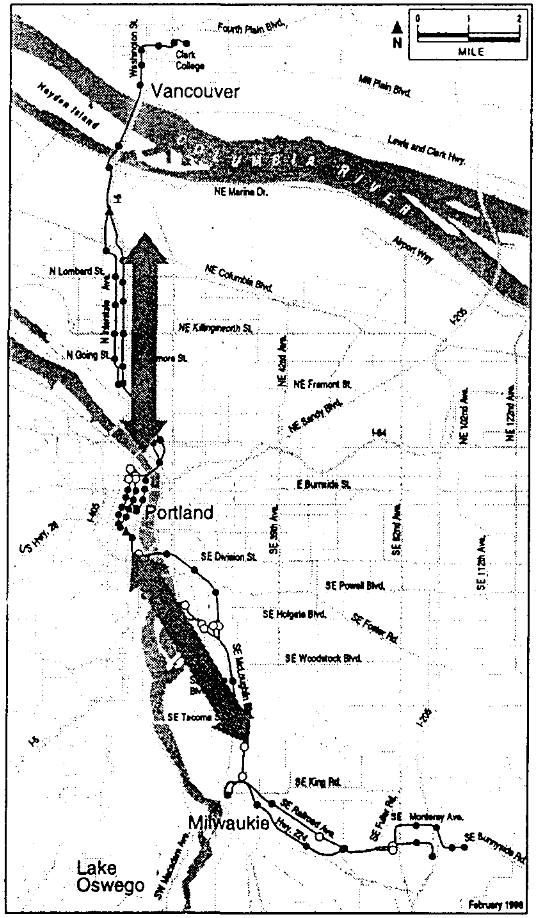
South North Transit Corridor Study

Weekday Rush Hour Radial Trips



New Trips on Transit (1994 to 2015)

- All-Bus - 6%
- South/North LRT - 49%

Percent of Trips on Transit (2015)

- All-Bus - 25%
- South/North LRT - 38%

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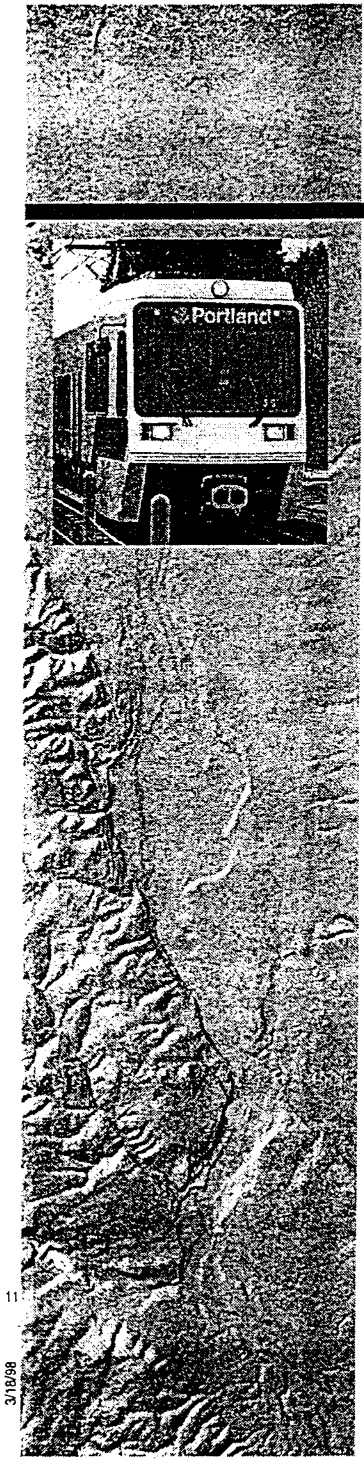
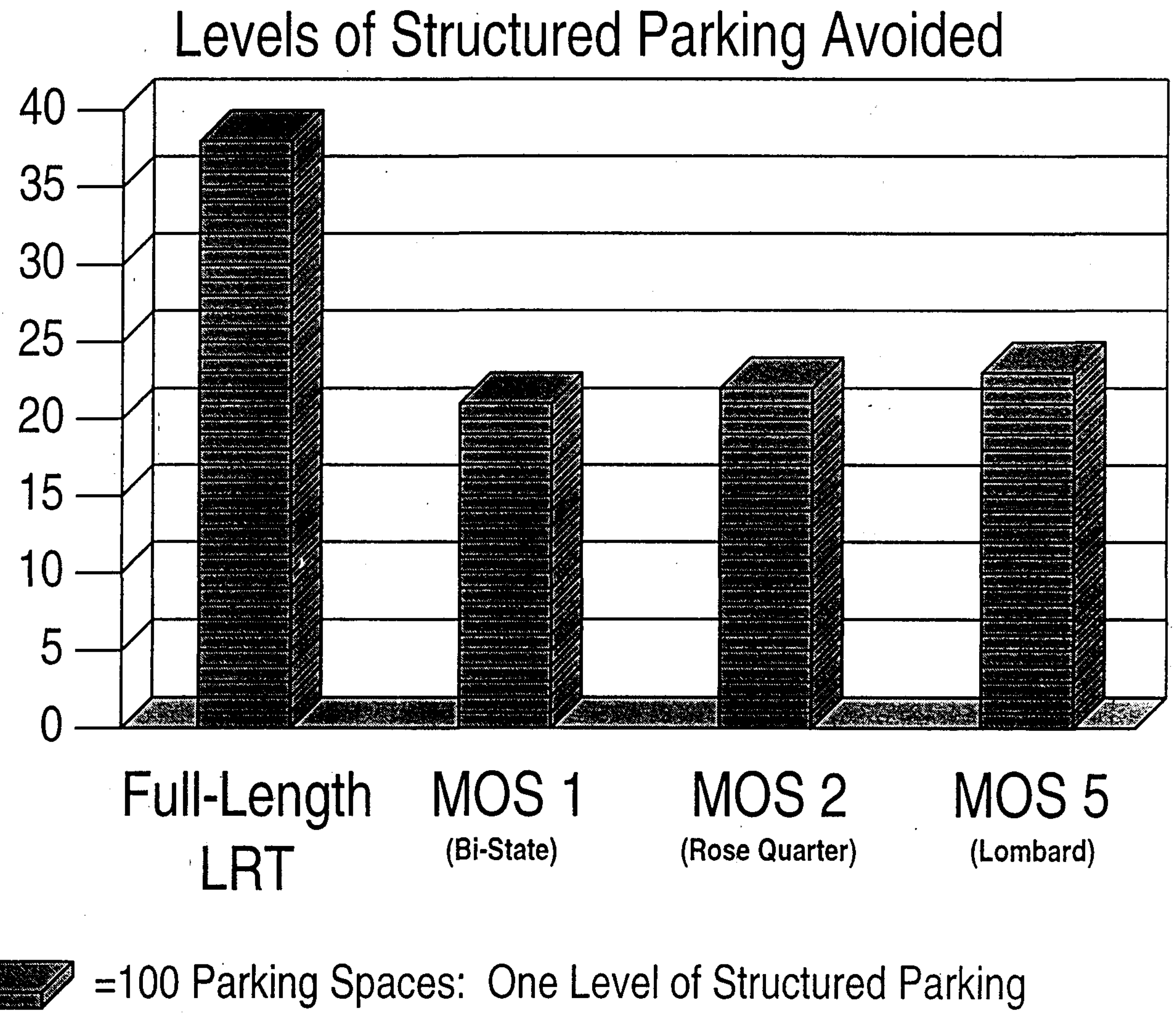


South North Transit Corridor Study

Reduction in Demand for Parking in Downtown Portland
Weekday - 2015



South/North Light Rail Compared to All-Bus

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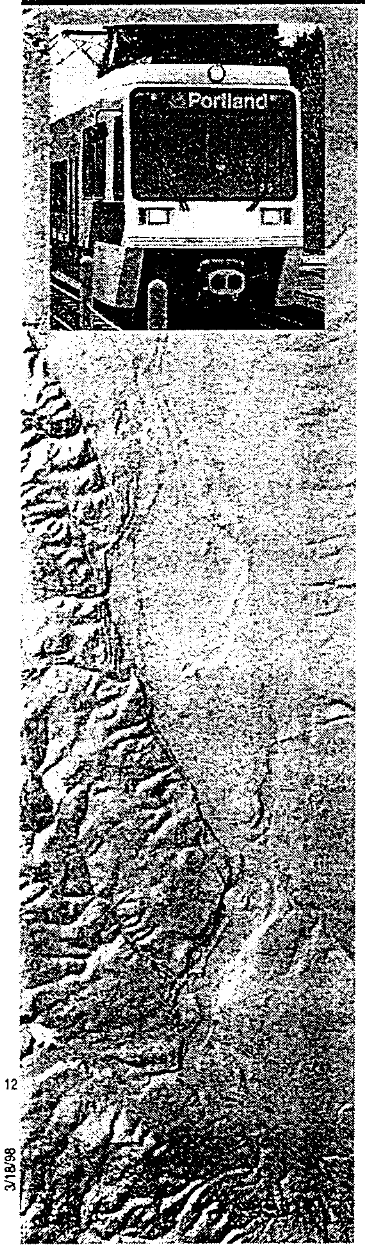
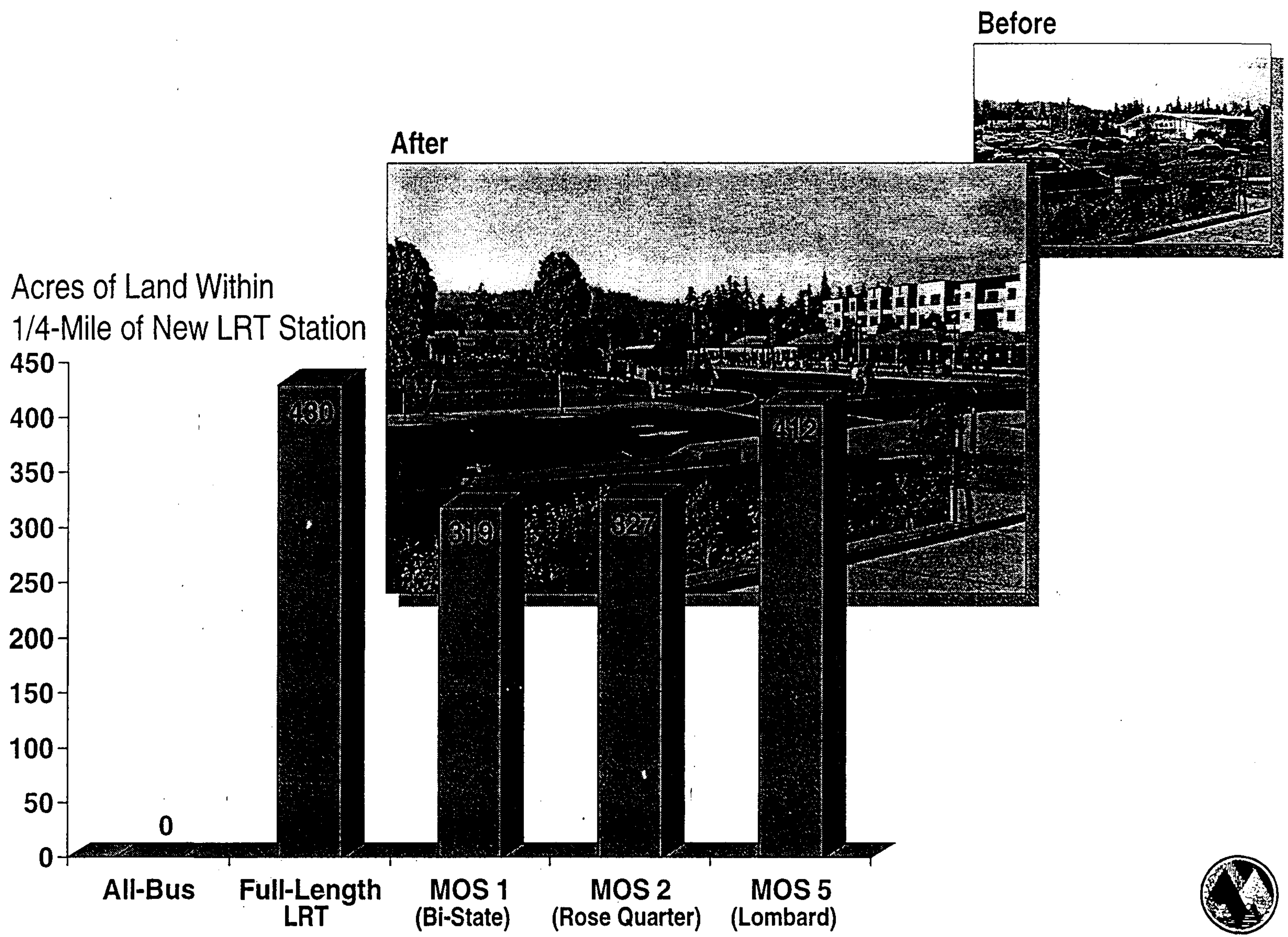
South North Transit Corridor Study

Developable Land with New LRT Access





Includes Vacant and Redevelopable Land

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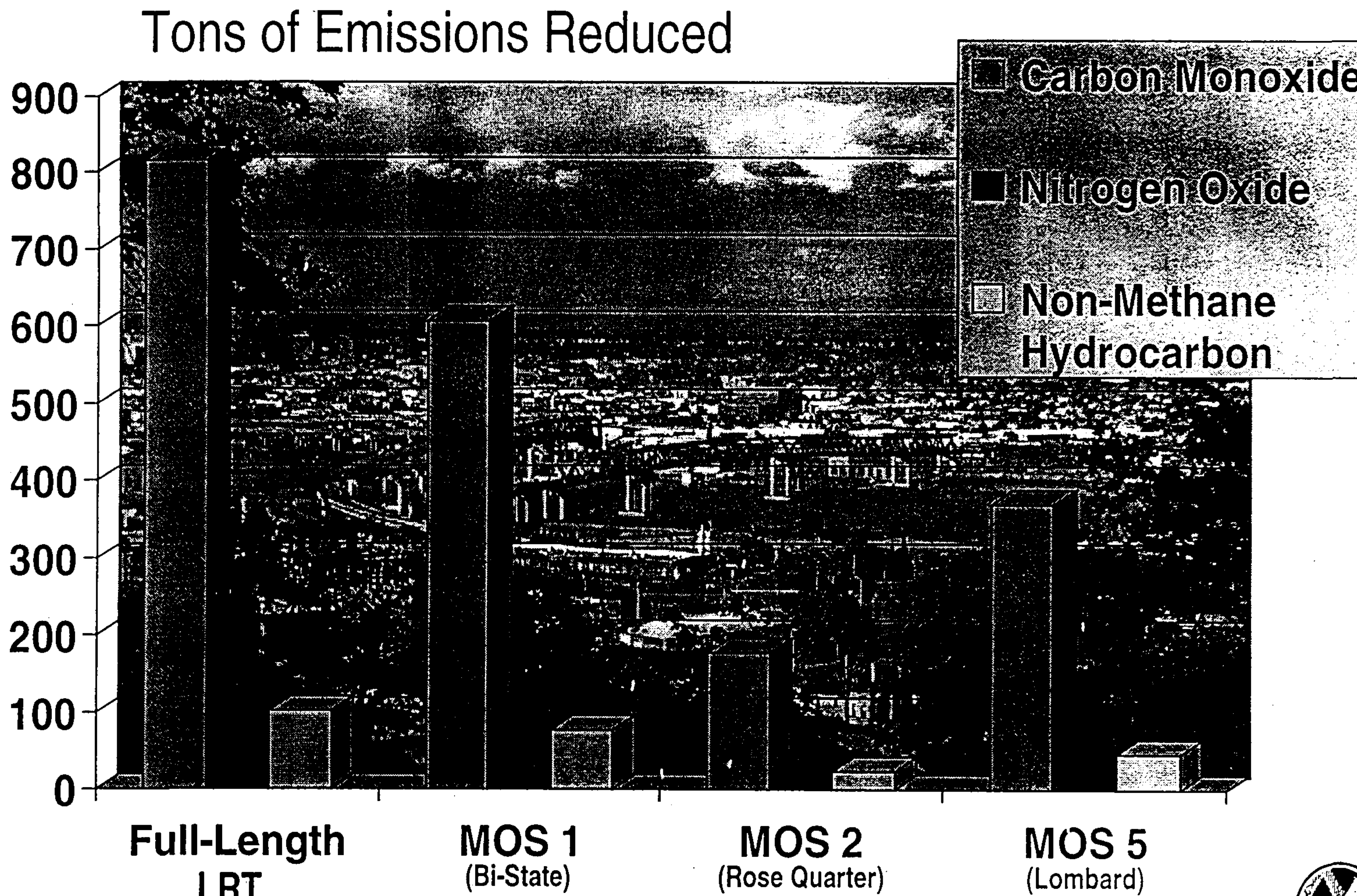
South North Transit Corridor Study

Air Quality Emissions Reduced

Annual - 2015



South/North Light Rail Compared to All-Bus

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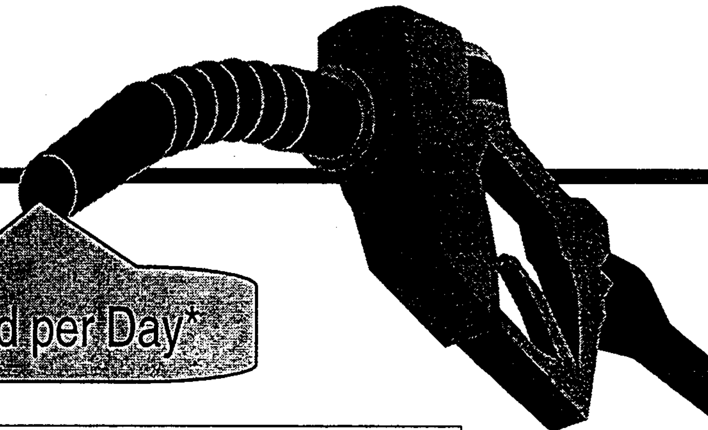
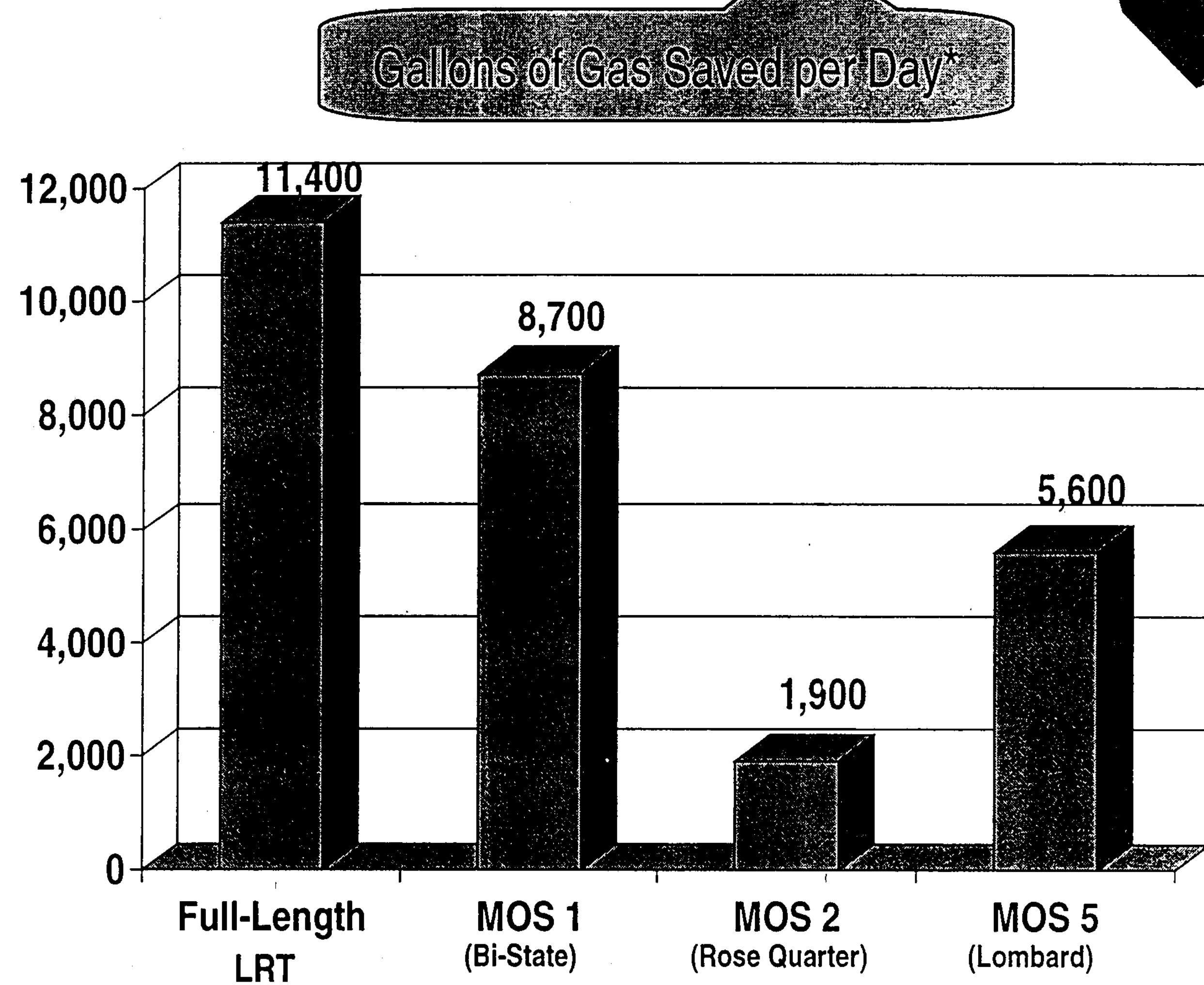
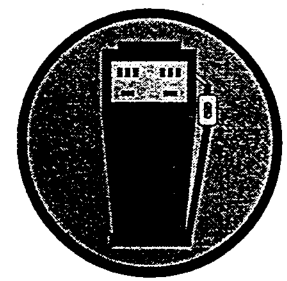
South North
Transit Corridor Study

Energy Savings
Average Weekday - 2015







South/North Light Rail Compared to All-Bus

* Equivalent Energy Savings in Gallons of Gasoline

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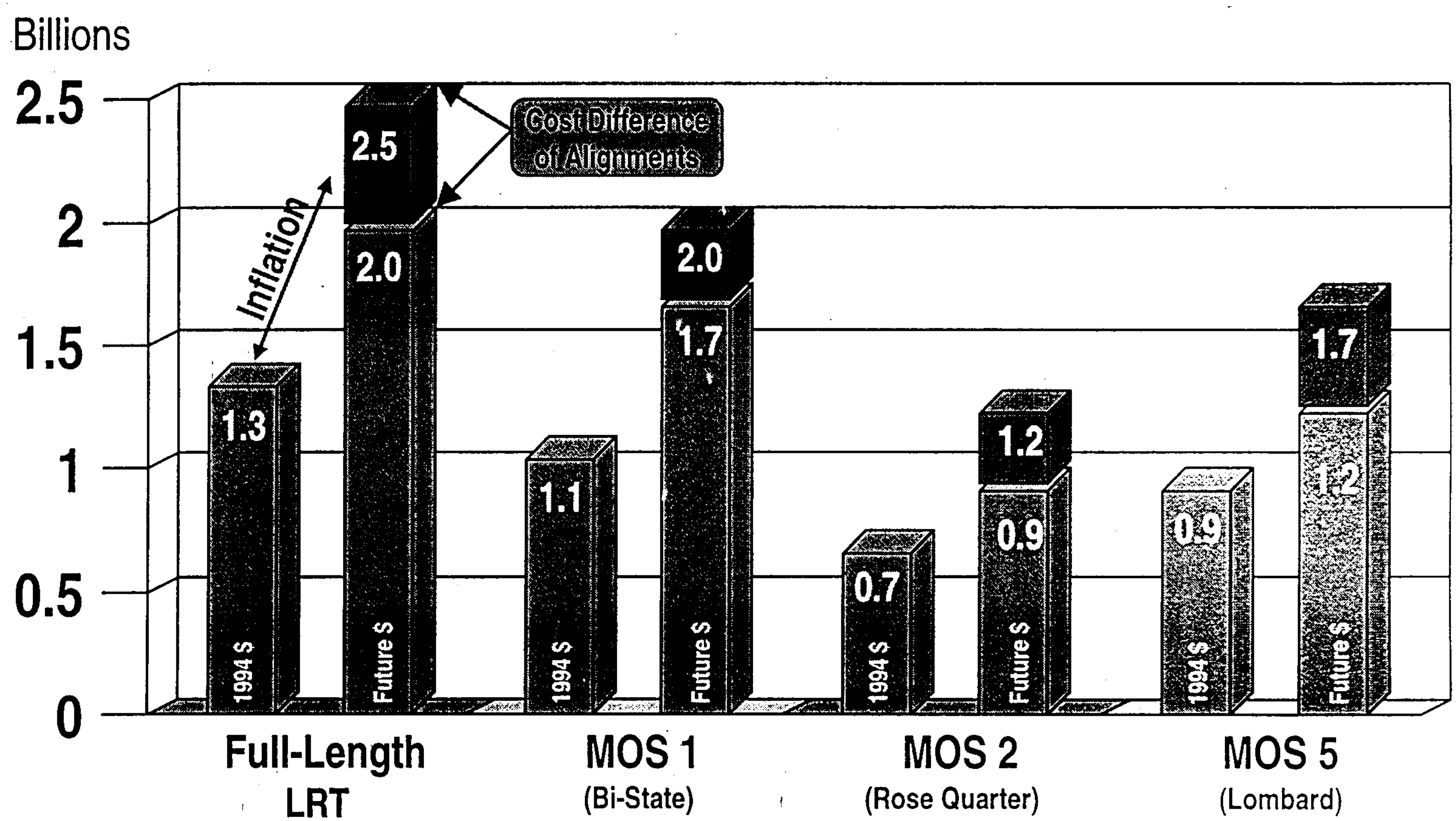
South North Transit Corridor Study

Light Rail Capital Cost

1994/Future $



1994 Costs are Based on a Single Set of Alignments

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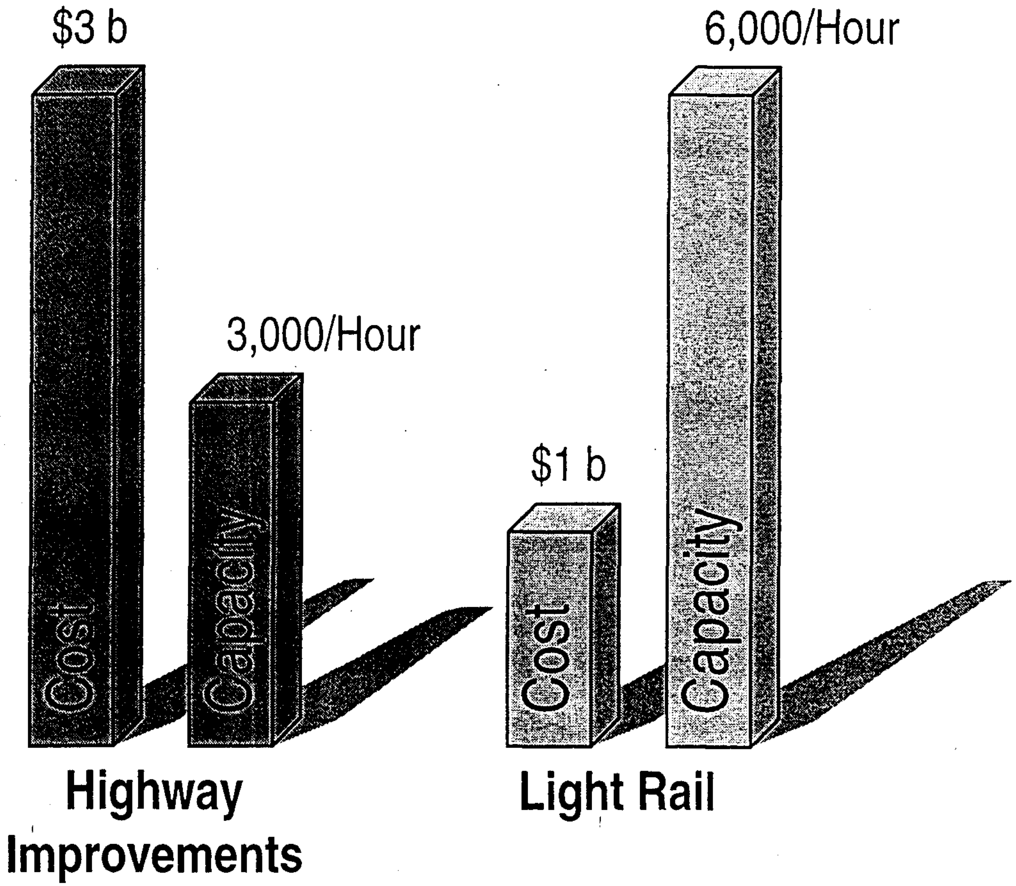
South North Transit Corridor Study

Cost Avoidance

Increasing Capacity in the South Corridor

Costs in Billions and Future Dollars



Highway Improvements = Add One Lane and Interchanges to SE McLoughlin and Highway 224 and Improvements to I-405

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3/18/98

ASSOCIATION FOR PORTLAND PROGRESS

March 3, 1998

Mr. Mike Burton
Executive Officer, Metro
600 NE Grand Avenue
Portland OR 97212

Dear Mr. Burton:

The Association for Portland Progress congratulates Metro for completion of the Draft Environmental Impact Statement for the South/North Light Rail Project.

As you know, APP represents over 80 of downtown Portland's largest employers, which include major financial and commercial institutions, utilities, and retail establishments. We have long advocated for the completion of the region's entire light rail system as the only way to ensure the continued health and economic vitality of downtown Portland and the central city. We frankly see no other way that the City can meet its housing and employment objectives for these critical districts without this project, as it is impossible to provide more access with increased roadway capacity.

We, therefore, offer strong encouragement to you and Tri-Met as you seek federal funding for this essential project. Please let me know if we can help you in any way in moving South/North light rail to construction.

Congratulations again for a job well done!

Sincerely,

George Passadore
Chair

cc Tom Walsh, Tri-Met
Vera Katz, Mayor
Gretchen Kafoury, Commissioner
Charlie Hales, Commissioner
Erik Sten, Commissioner
Jim Francesconi, Commissioner

ROSE QUARTER

One Center Court, Suite 200
Portland, Oregon 97227
503.234.9291

March 5, 1998

Mike Burton
Executive Office
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232

Dear Mike;

It was heartening to learn that Metro has completed the Draft Environmental Impact Statement for South/North Light Rail. You and your staff are to be congratulated for driving forward and reaching this milestone.

The Portland Trail Blazers and the Oregon Arena Corporation have made a substantial investment in developing the Rose Quarter into a major destination in the region. Light rail, both the existing East/West line and the planned South/North line, played a key role in our selecting to develop at this location. We made clear choices to limit on-site parking and to rely heavily on bus and light rail access to Rose Quarter events.

The ridership on MAX to many events at the Rose Garden, Memorial Coliseum and Oregon Convention Center has at times been overwhelming. We anticipate that with the addition of South/North Light Rail even more of our patrons can utilize light rail and leave their cars at home. This will serve to further enhance our vision for the Rose Quarter as a lively, pedestrian oriented, entertainment complex located at the junction of the region's two major light rail lines.

We believe that further development of the region's light rail system is critical not only to the Rose Quarter but also to the rest of the region. We will continue to work with Metro, Tri-Met and the City of Portland to bring South/North Light Rail ever closer to a reality.

Sincerely,

J. Isaac
Senior Vice President
Business Affairs

Cc: Tom Walsh, Tri-Met
Vera Katz, Mayor
Jim Francesconi, Commissioner
Charlie Hales, Commissioner
Gretchen Kafoury, Commissioner
Erik Sten, Commissioner

C:/mydocs/corresp/cmmty/lightrail

Trail Blazers Inc.
Post Up Productions
Cutting Edge Concepts
Razor Sharp Productions
Aegean Development Corporation

Fred Meyer

P.O. Box 42121 • Portland, OR 97242-0121
3800 S.E. 22nd Avenue • Portland, OR 97202-2999
(503) 232-8844 • http://www.fredmeyer.com

March 3, 1998

Mr. Mike Burton
Executive Officer
METRO
600 NE Grand
Portland, Oregon
97232-2736

RECEIVED

MAR 03 1998

EXECUTIVE OFFICER

Dear Mike:

I am writing to express my support for congressional reauthorization of Federal ISTEA funds for the proposed South/North light rail line. As Oregon's largest private employer, one of Fred Meyer's greatest challenges is helping our employees get to the work place in a cost effective, transit efficient manner. In order to respond to the Department of Environmental Quality's (DEQ) federally mandated Clean Air Program, Fred Meyer has developed an Employee Commute Options (ECO) Program. Fred Meyer provides Tri Met monthly passes at half price to all employees to encourage transit ridership. In addition, we're working hard to expand our car and van pool program; more than 200 employees at our main office are now participating. We plan to keep enlarging that number.

As you are aware, we are strong proponents of the Caruthers Crossing Alignment which would place a light rail station at Lafayette and 19th; this is two and one-half blocks from our corporate office. As light rail is a regional mover and with approximately 7000 employees throughout the metro area, we're confident that many of our employees would take advantage of this mode of transit; it will get them to work quickly and with less stress than driving.

As a major food and merchandise retailer, our business depends on an efficient, responsive distribution system to get products to our stores and on the shelves. For us and other businesses, access is a key issue. If the number of vehicles on the road is reduced, faster and more cost efficient distribution will result. We believe light rail is an important component in Oregon's plan for a cohesive, balanced transportation system, one that will benefit the state in cleaner air, create better access to markets, and thus improve our economy

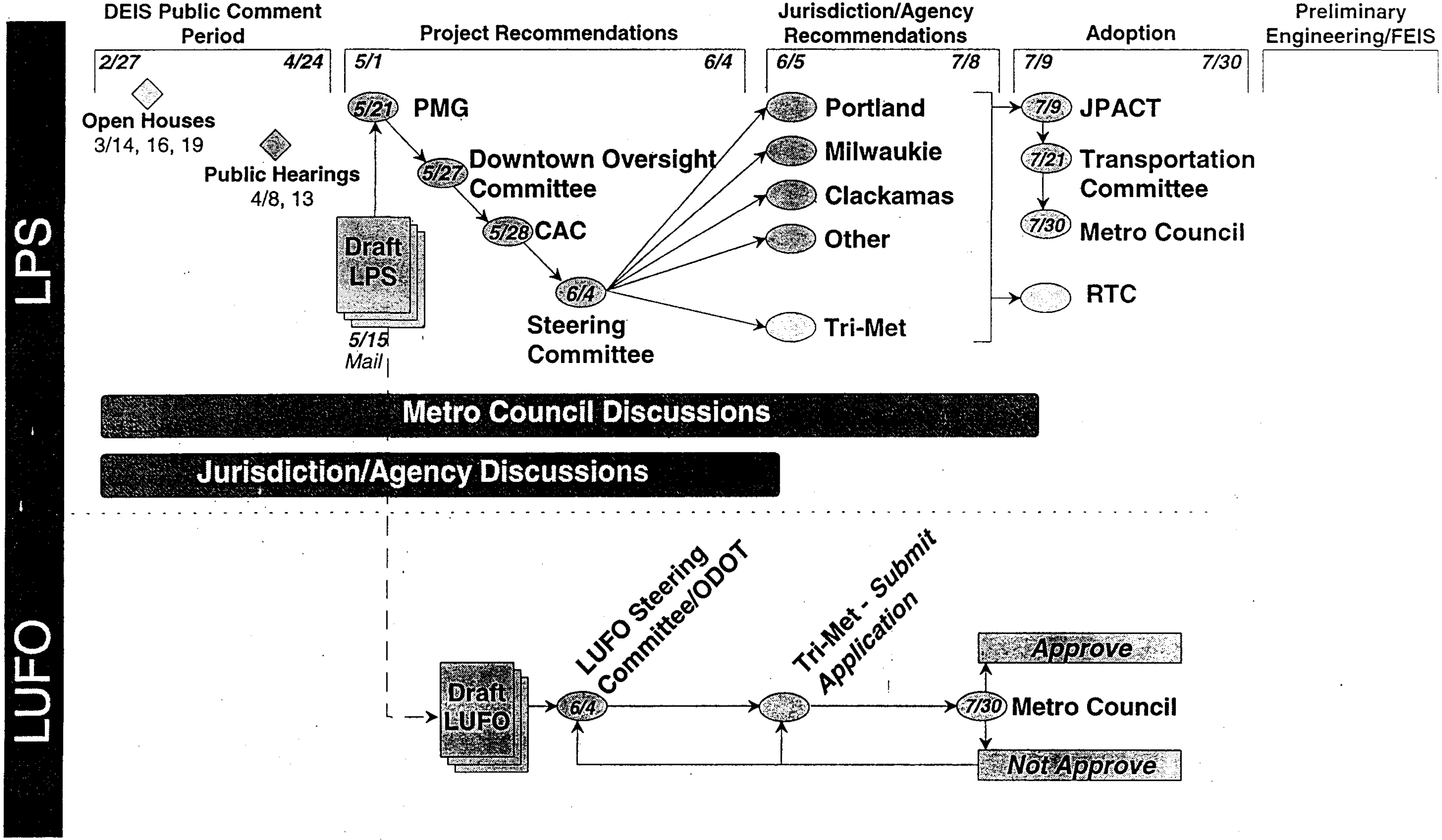
We are very proud of our tradition and role as Oregon's leading retailer and feel fortunate to be located in a part of the country where a proactive approach to planning is taken to ensure both livability and continued economic growth. Fred Meyer strongly supports the South/North Light Rail Project and looks forward to participating in the process as a member of the community.

Sincerely,

Mary Burczyk

Mary Burczyk
Senior Vice President
Corporate Relations

South/North Project
Locally Preferred Strategy (LPS) and Land Use Final Order (LUFO)
Adoption Process and Schedule



South/North public comment period opens

The South/North Project's Draft Environmental Impact Statement (DEIS) is now available for review and comment. The DEIS provides citizens with a summary of the benefits, costs and impacts of the proposed South/North Light Rail Project and the all-bus (no-build) alternative. The comment period, through April 24, 1998, allows the public time to review and make comments on the environmental study.

To receive publications – The 700-page DEIS document, executive summary or other summary material is available by calling Metro's Transportation Hotline, (503) 797-1900. Or call 797-1756 to speak with a staff member. The DEIS document is available for review at public libraries and at Metro and Tri-Met offices.

To receive information – For more information, call the Transportation Hotline, 797-1900, and leave your name, address, ZIP code and phone number. Or call a staff member at 797-1756. You may also receive information by attending one of the South/North meetings listed below. Visit Metro's web site at www.metro–region.org or call Metro's listing on The Oregonian's Inside Line, 225-5555, option 3058.

Open Houses

Open houses are scheduled for citizens to review materials and ask questions about the project. All meetings are wheelchair accessible. **Free child care is available** at the following three meetings:

Saturday, March 14
11 a.m. to 2 p.m.
Oregon Convention Center
(Room 123 – 124)
777 NE Martin Luther King Jr. Blvd.
Portland, OR
(Tri-Met bus No. 6, 8, 10 or MAX)

Monday, March 16
4 to 8 p.m.
Kaiser Town Hall ballroom
3704 N. Interstate Ave.
Portland, OR
(Tri-Met bus No. 5)

Thursday, March 19
4 to 8 p.m.
New Hope Community Church
11731 SE Stevens Road
Hwy 205 and Sunnyside Road
(Tri-Met bus No. 28, 29, 31, 71, 72 or 79 to Clackamas Town Center. Take shuttle No. 150, that comes on the hour and half-hour, and tell driver to let you off at the church.)

Two meetings will present local options as follows:

Monday, March 16
Noon to 1:30 p.m.
Portland Building, Room C
1120 SW Fifth Avenue
Portland, OR

Monday, March 23
5 to 8 p.m.
Public Safety Building
3200 SE Harrison Street
Milwaukie, OR

Public hearings

Three public hearings to take comments on the South/North DEIS are scheduled as follows. Free child care is available and all meetings are wheelchair accessible.

Wednesday, April 8
Starting at 5:30 p.m.
Monarch Hotel and Conference Center
12566 SE 93rd Avenue
Clackamas, OR
(Tri-met shuttle No. 150 leaves from Clackamas Town Center on the hour and half hour. Ask to be let off at the hotel.)

Monday, April 13
Starting at noon
Oregon Convention Center (Rm. 123-124)
777 NE MLK, Jr. Blvd.
(Tri-Met bus No. 6, 8, 10 or MAX)

Monday, April 13
Starting at 5:30 p.m.
Oregon Convention Center (Rm. 123-124)
777 NE MLK, Jr. Blvd.
(Tri-Met bus No. 6, 8, 10 or MAX)

Other ways to make public comments

- mail written comments to Leon Skiles, Metro's Transportation Department, 600 NE Grand Avenue, Portland, OR 97232
- leave a message on the hotline, 797-1900 (option 1)
- fax written comments to (503) 797-1929
- send computer e-mail to southnorth@metro.dst.or.us
- if hearing impaired, call Metro's TDD line, 797-1804

All public comments are due at Metro by April 24, 1998.
Questions – If you have any questions, call Metro at 797-1756.

3/17/98

METRO

South/North Project Schedule

February 27, 1998	Publish DEIS
April 24, 1998	Close Public Comment Period
June 4, 1998	Steering Committee Recommends LPS/LUFO
July 30, 1998	Metro Council Adopts LPS/LUFO
January 1999	FEIS Published in *Federal Register* with Adopted Finance Plan
January 1999	PE Complete
January 1999	Oregon Delegation Initiates Discussions with Authorizing and Appropriations Committees Concerning the Project's New Start Authorization and FY 2000 Appropriation
February 1999	FEIS Public Comment Period (30 days)
March 1999	FTA Issues Record of Decision and LONP
June 1999	FTA/Tri-Met Execute FFGA

Note: LPS = Locally Preferred Strategy; LUFO = Land Use Final Order; DEIS = Draft Environmental Impact Statement; FEIS = Final Environmental Impact Statement; FTA = Federal Transit Administration; LONP Letter of No Prejudice; FFGA = Full Funding Grant Agreement.

STIP/MTIP Allocation Process and Criteria

Historical Actions:

1. 1992 – Hillsboro LRT allocation of $22 million State & Regional STP

2. 1992 extension of old "FAU" program to local governments for 2 more years - $6.4 million Regional STP

3. 1993/94 – CMAQ and Enhancement Allocation

4. 1994 STIP "Cut" Process:

   - Cut $137 million of highways
   - Kept $200 million of highways
   - Shifted $34 million from highways to alternatives ($18 million to transit; $16 to 2040 implementation)

5. 1996 Region 2040 Implementation Program Allocation

   - $16 million state funds; $11 million Regional STP
   - integrated state/regional allocation

6. 1997 STIP/MTIP update to 98 – 2001

   - Highway program stretched out 2 more years due to funding shortfalls
   - Unallocated Regional Flex funds allocated to:
     1. $13 million to ODOT flexed projects
     2. $14 million to 2040 implementation

Allocation Process and Criteria:

1. Projects are ranked by mode:

    - Roadway Modernization
    - Roadway Preservation
    - Freight
    - Transit
    - Bike
    - Pedestrian
    - Transportation Demand Management (TDM)

2. "Administrative" considerations are added:

    - Minimum phasing
    - Tie to other projects
    - Local or private overmatch

3. Recommended allocation funds best projects by mode based upon:

    - Support of 2040 objectives
    - Geographic Equity
    - Desire for multi-modal mix
    - Requirement for Air Quality Conformity

(There is no pre-determined sub-allocation to modes)

4. Ranking Criteria

• Support for 2040	40 points
• Effectiveness	25 points
• Cost-Effectiveness	15 points
• Safety	20 points
TOTAL	100 points

Schedule

June, 1998	Kick-off process; establish funding levels; set criteria; solicit projects
September, 1998	Transportation Fair on process and candidate projects; deadline to submit application
November, 1998	Technical Ranking of Projects
December, 1998	JPACT release preliminary funding allocation for public comment
Jan./Feb. 1999	Statewide hearings
March, 1999	JPACT adopt final program for submission to OTC
April – June, 1999	Air Quality Conformity
July/August, 1999	OTC Adoption

Issues:

1. How to incorporate affects of ISTEA update.

2. Should the criteria be revised?

   - Add affordable housing link to 2040 criteria
   - Increase non-SOV emphasis
   - Add criteria relating to Bike-To-Schools
   - Provide incentive to implement Street Design Guidelines
   - Increase emphasis on freight

3. Should there be a formula basis for making allocation between modes?

4. Should there be an integrated State/Regional Allocation or separate allocations?

METRO

M E M O R A N D U M

March 19, 1998

TO: TPAC

FROM: Andrew C. Cotugno

SUBJECT: **Amendment of JPACT Technical Project Selection Criteria**

In selecting transportation projects for receipt of regional funding, Metro evaluates a range of technical factors applicable to eight travel modes and assigns a technical ranking. The modes include: road reconstruction, modernization, freight, transit, bike, pedestrian, TDM and Transit Oriented Development. Since JPACT approval of the current criteria (Attachment 1), interest has been expressed in adding emphasis in the criteria in the areas of regional freight movement, bike to school proposals, added encouragement of non-SOV travel modes, and affordable housing. Additionally, some refinement of the 2040 Points may be desirable. In preparation for the FY 2000 STIP development process scheduled to begin in August, Metro proposes the following schedule to address these concerns.

Mid-April:	Convene TIP Subcommittee to recommend revision of technical criteria, if any
April TPAC:	Review Subcommittee recommendation
May JPACT:	Review Subcommittee and/or full TPAC recommendation
Mid-May:	Reconvene TIP Subcommittee to evaluate TPAC and JPACT responses
May TPAC:	Adopt final TPAC recommendation
June JPACT:	Review/approve JPACT Technical Ranking Criteria and submit for Council Consideration

ROAD MODERNIZATION	ROAD RECONSTRUCTION	FREIGHT	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**
GOAL: Provide Mobility at a Reasonable Cost (15 points) Cost/VHD eliminated in 2015.	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/ VMT in 2015 (or VT at interchanges & intersections).	**GOAL: Freight Mobility at Reasonable Cost (15 points)** Cost/VHD eliminated in 2015.	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/VMT reduced in 2015.	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/ VMT reduced over and above the assumed 2015 ridership increases and VMT reductions.	**GOAL: Cost-Effectiveness (15 points)** Colst/VMT reduced in 2015.	**GOAL: Provide Cost Effective Improvements (25 points)** Cost per new ridership	**GOAL: Cost Effectiveness (25 points)** Cost/VMT reduced
GOAL: Reduce Congestion (25 points) (Project derives from CMS, consistent with 2015 per capita VMT targets) Compares base year V/C Ratio (pm peak hr & direction) against 2015 ratios with and without project.	**GOAL: Bring facility to current urban standard or provide long-term maintenance. (25 points)** Reward "fair" current pavement and "poor" pavement 10 years into future.	**GOAL: Improve connectivity of the freight network (25 points)** Connects to intermodal facility, to freight generation area or reduces conflicts for freight modes.	**GOAL: Increase Walk Mode Share/Reduce Auto VMT (25 points)** VMT reduction potential for pedestrian projects will be based on reducing automobile trips and making those trips by walking (or walking to transit) instead.	**GOAL: Ridership (25 points)** What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2015 modal targets?	**GOAL: Increase Non Auto Mode Share (25 points)** Will the TOD project increase the number of transit, bike, walk trips over the number that would be expected from a development that did not include these public funds for the TOD project?	**GOAL: Increase Modal Share (35 points)** Benefits are computed in relation to the 2015 transit ridership target of a project site.	**GOAL: Increase Modal Share (35 points)** Mode share increase for (transit, bike, walk, shared-ride) or elimination of trip.
GOAL: Safety (20 points) Accident Rate per Vehicle (Use 1990 ODOT Accident Rate Book)	**GOAL: Safety (20 points)** Accident Rate per Vehicle (Use 1990 ODOT Accident Rate Book)	**GOAL: Safety (20 points)** Addresses high accident locations with special emphasis on hazardous road/rail situations.	**GOAL: Safety (20 points)** Project corrects an existing safety problem. Factors such as traffic volume, speed, road width, proximity to schools, and citizen complaints will be considered in determining critical safety problems.	**GOAL: Safety (20 points)** Factors include blind curves, high truck & auto volume, soft shoulders, high reported accident rate, high speeds.	**GOAL: Increase Density (20 points)** Does the TOD project increase the density of land uses within a one-fourth mile radius of transit above the level that would result without public funding of the TOD project?		

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EXPANDED 2040 CONSIDERATIONS

		Points
1. **Location**	The primary project benefit occurs within: • Central City, Regional Centers on LRT, Industrial Sanctuaries • Regional Centers with no LRT, Station Communities, Town Centers, Main Streets • Outer neighborhoods, Employment Areas	20 *or* 10 *or* 0
2. **2040 Target Density**	• Base Year: Does the project serve an area with a higher than average density for its 2040 design type? • In 2015: Does the project serve an area projected to exceed the average density for its design type by 2040?	1992 5 2015 5
3. **Connectivity**	• Does a project improve household access to total employment (compare base year access to 2015 conditions, with and without the project)? • Does a project help create an average of 10 local connections to the regional system per mile?	5
4. **Street Design**	• TSM Treatment *(access control & consolidation, signal intertie/timing, channelization)* • • Multi-modal Boulevard Treatment *(pedestrian amenities, bikeway, transit amenities, etc.)*	5

Portland Regional Funding Allocations: FY 92 - 01
Inlcuding Regional Flexible Funds and State Resources

($ millions)

LRT System Expansion	State Funds State STP Regional STP	Congestion Mitigation/ Air Quality (CMAQ)	Transportation Enhancement	Total	Share of Total
WS LRT System Expansion	$44.00			$44.00	
S/N LRT Expansion (99-09)	$55.00	*($13.5 M by FY 01)		$13.50	
Orenco Station (TOD)		$0.50		$0.50	
Gresham Civic LRT Station (TOD)	$0.26	$0.70		$0.96	
Subtotal - LRT System	$99.26	$1.20	$0.00	58.96	14.54%

Transit Improvement	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
Bus Purchases	$25.75	$7.36		$33.11	
Special Needs Buses	$1.25	$0.54		$1.79	
Tigard Park & Ride		$0.65		$0.65	
Oregon City Park & Ride		$0.52		$0.52	
Lake Oswego Trolley extension			$0.80	$0.80	
Subtotal - Transit	$27.00	$9.07	$0.80	$36.87	9.1%

Demand Management	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
Transit Oriented Development:					
Beaverton Central		$0.44			
Belmont Dairy		$0.30			
Fairview Village		$0.37			
Gresham Central		$0.28			
Steele Park		$0.30			
172nd & Burnside		$0.10			
TOD Revolving Fund	$3.00				
TOD Reserve		$0.26			
Subtotal - Reg. TOD Program	$3.00	$2.05		$5.05	
Rideshare	$0.36	$3.02		$3.38	
Telecommute Program		$0.24		$0.24	
Public Information Program		$0.45		$0.45	
Subtotal - TDM	$3.36	$5.76	$0.00	$9.12	2.2%

Portland Regional Funding Allocations (pg.2)

($ millions)

Bike Improvements	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
Bikes on Buses		$0.10		$0.10	
Willamette Bridge Access		$1.10		$1.10	
Courtney Road		$0.16		$0.16	
Steel Bridge		$1.36		$1.36	
Racks at Transit Shelters		$0.06		$0.06	
Springwater Corridor	$0.17		$2.25	$2.42	
Halsey Bike Lane	$0.81			$0.81	
Eastbank Esplanade			$1.59	$1.59	
Strawberry Lane		$0.23		$0.23	
Cedar Hills Blvd.: Bowmont/Butner		$0.35		$0.35	
Hall Blvd.: SPRR/Ridgecrest		$0.34		$0.34	
185th: TV/Kinnaman	$0.27			$0.27	
BV/Tualatin Hwy: Lwr Boones	$0.24			$0.24	
BV/Tualatin Hwy: 99W/McDonald	$0.39			$0.39	
Oregon Electric Trail			$0.13	$0.13	
Fanno Creek Trail			$0.30	$0.30	
Cedar Creek Trail			$0.08	$0.08	
Front: Harrison/Everett	$0.50			$0.50	
Rock Creek Trail			$0.27	$0.27	
112th Extension			$0.31	$0.31	
Central Storage & Shower		$0.28		$0.28	
OR-43: McVey/Burnham	$0.44			$0.44	
Barbur: Miles/Front	$2.94			$2.94	
Subtotal - Bikes	$5.76	$3.98	$4.93	$14.67	3.6%

Pedestrian Improvements	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
Portland Ped. to Transit		$1.16		$1.16	
Wash. Co. Ped. to Transit		$0.20		$0.20	
Gresham Ped. to MAX	$0.21	$1.21		$1.42	
Reg. Ped to MAX/Transit		$0.15		$0.15	
Hawthorne Brdg Ped/Bike Way			$1.56	$1.56	
Penninsula Trail Xing		$0.58		$0.58	
Sunset Transit Center O'Xing		$0.47		$0.47	
Hillsdale District	$0.52			$0.52	
Woodstock District	$0.20			$0.20	
Forest Grove Pacific Ave.	$0.09			$0.09	
Subtotal - Pedestrian	$1.02	$3.77	$1.56	$6.35	1.6%

Portland Regional Funding Allocations (pg. 3)

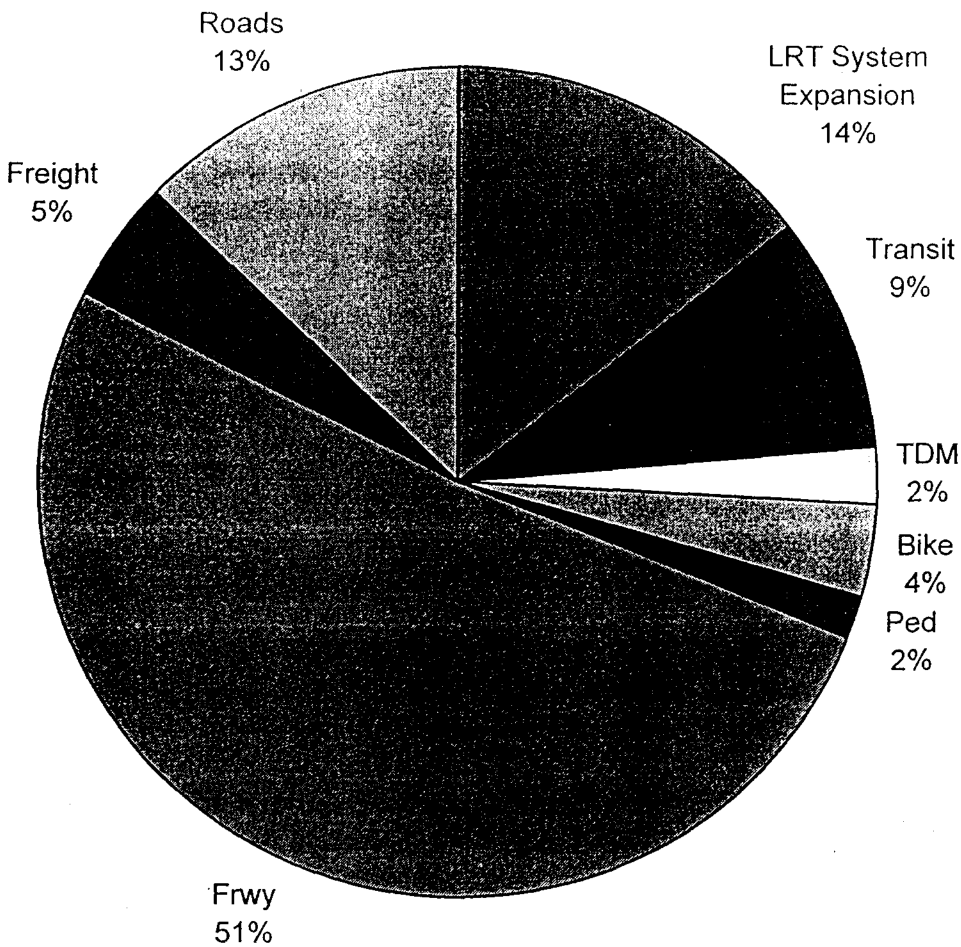
($ millions)

Freeway Improvements	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
I-5/217\Kruse Way	$29.58			$29.58	
I-5/Terwilliger Interchange	$11.90			$11.90	
Wilsonville Interchange	$9.02			$9.02	
I-205/Sunnybrook Intrchng	$19.60			$19.60	
US 26: Camelot/Sylvan Interchng	$52.26			$52.26	
US 26: Sylvan/Highlands	$16.35			$16.35	
I-84: 181st/223rd	$24.04			$24.04	
I-84: 223rd/Troutdale	$30.50			$30.50	
Region 1 Frwy Mngt System	$15.70			$15.70	
Subtotal - Roads	$208.95			$208.95	51.5%

Freight Improvements	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
Columbia Slough RR Bridge	$0.60	$1.00		$1.60	
N. Lombard RR O'Xing	$1.09			$1.09	
Albina RR O'Xing	$0.60			$0.60	
99W/Tualatin Rd.	$3.00			$3.00	
I-5/Stafford Interchange	$10.27			$10.27	
Columbia/Burgard Intersection	$1.33			$1.33	
I-205: Airport Way/Columbia	$0.46			$0.46	
Subtotal - Other	$17.35	$1.00		$18.35	4.5%

Road Improvements	State Funds State STP Regional STP	CMAQ	TE	TOTAL	Share of Total
Sunnyside Road	$6.40			$6.40	
OR-43 TSM	$3.35			$3.35	
Johnson Crk Blvd Ph. II	$0.80			$0.80	
Hawthorne Bridge Deck	$3.13			$3.13	
Front Ave. Reconstruction	$1.87			$1.87	
Beaverton Central	$0.81			$0.81	
Gresham Civic N/S Collector (TOD)	$1.84			$1.84	
Lovejoy Ramp Reconstruction (TOD)	$7.09	$2.96		$10.05	
Ramp Meters	$0.56			$0.56	
Sandy MACS	$3.81			$3.81	
238th/Halsey	$0.38			$0.38	
Hwy 217/Greenburg Rd.	$0.36			$0.36	
OR-47: Council Crk/Quince	$7.13			$7.13	
Farmington: Murray/167th	$7.00			$7.00	
TV Hwy: 110/117th Reconstr	$3.10			$3.10	
Mult. Co. Signals	$0.36	$0.94		$1.30	
Wash. Co. Signals	$0.44			$0.44	
Col. Rv Hwy Interpretive Panels			$0.05	$0.05	
Subtotal - Roads	$48.42	$3.90	$0.05	$52.37	12.9%
GRAND TOTAL	**$369.61**	**$28.68**	**$7.34**	**$405.63**	**100.0%**

ALLOCATION OF STATE AND REGIONAL MODERNIZATION FUNDS FY 1992 THOUGH FY 2001



COMMITTEE MEETING TITLE JPACT

DATE 4-9-98

NAME	AFFILIATION
Kay Van Sickel	ODOT
Susan McLain	Metro
David Lohman	Port of Portland
[illegible]	Metro
Ed Washington	Metro
Mike Burton	Metro
[illegible]	4-Cities E. County
[illegible]	Washco Cities
Tom Walsh	Tri-Met
Charlie Hales	Portland
Ron Bergman	Clark County
Gary Hansen	Mult County
Don Wagner	WSDOT
Karl Rohde	C^3
Dean [illegible]	RTC
[illegible]	Clackamas Co.
Roy R Rogers	Washington County
[illegible]	Clackamas County
Dennis Mitchell	ODOT
Dave Williams	ODOT
Mark Lear	Portland
Susan Lee	Multnomah Co.
Elsa Coleman	Portland

COMMITTEE MEETING TITLE JPACT

DATE 4-9-98

NAME	AFFILIATION
Jason Tell	ODOT
Mary Legry	WSDOT
Bernie Bottomly	Tri-Met
STEVE DOTTERRER	CITY OF PORTLAND STAFF
Scott L Rice	Cornelius City Council
MICHAEL W. SCHAUFLER	HAPPY VALLEY CITY COUNCIL
Ron Papsdorf	Cities of E. Multnomah Co.
GB ARRINGTON	TRI-MET
Dick Feeney	TRI-MET
Mike Hoglund	Metro
Susie Lahsene	Port
Michelle Gigure	Ball-Janik
Marc Zolton	City of PDX
Gary Katsion	Kittelson & Associates, Inc.
John Rosenberger	Washington Co.
GORDON OLIVER	OREGONIAN
Richard Brandman	Metro
Leon Skiles	"
Mickey Blizzard	Sens. Transp Options